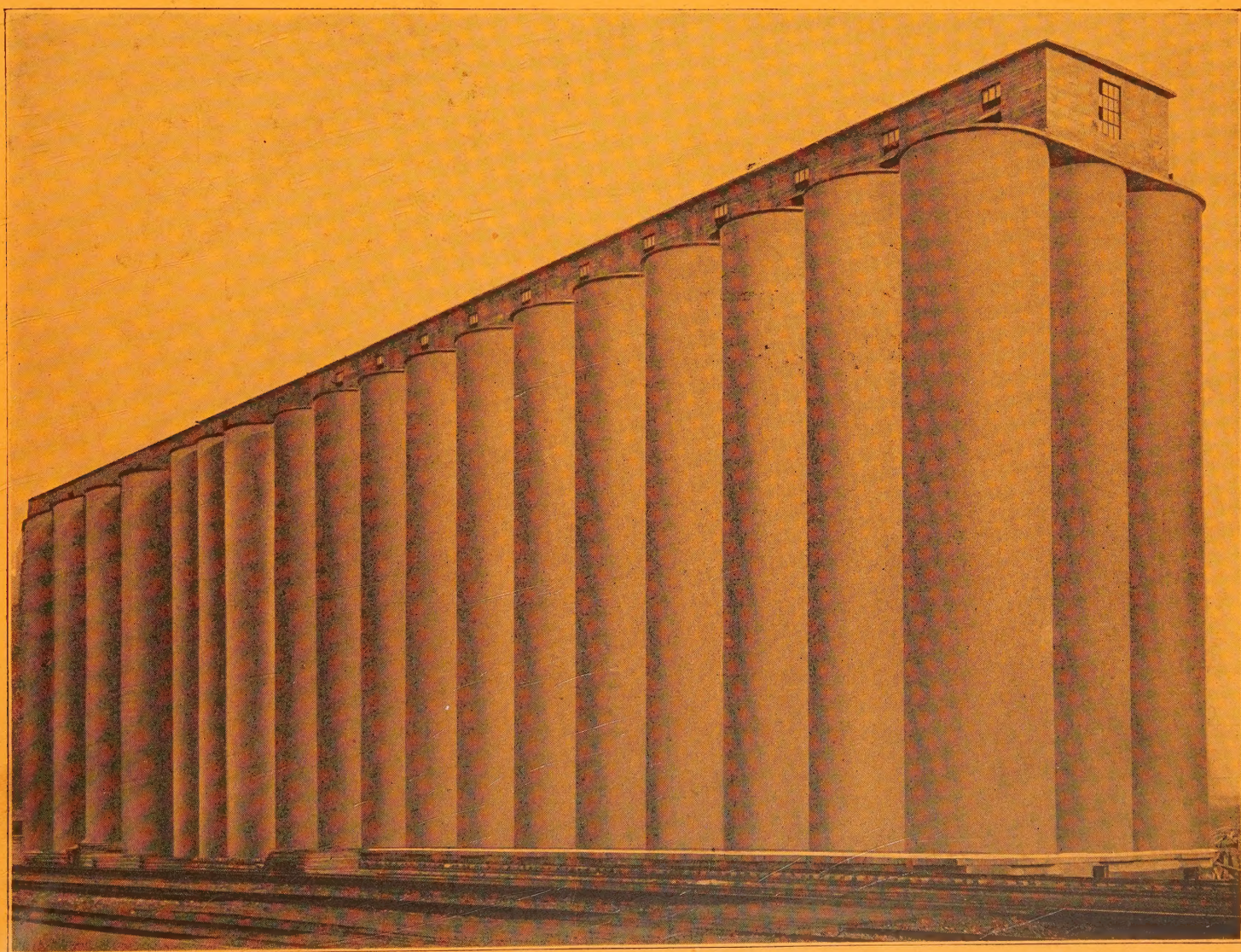
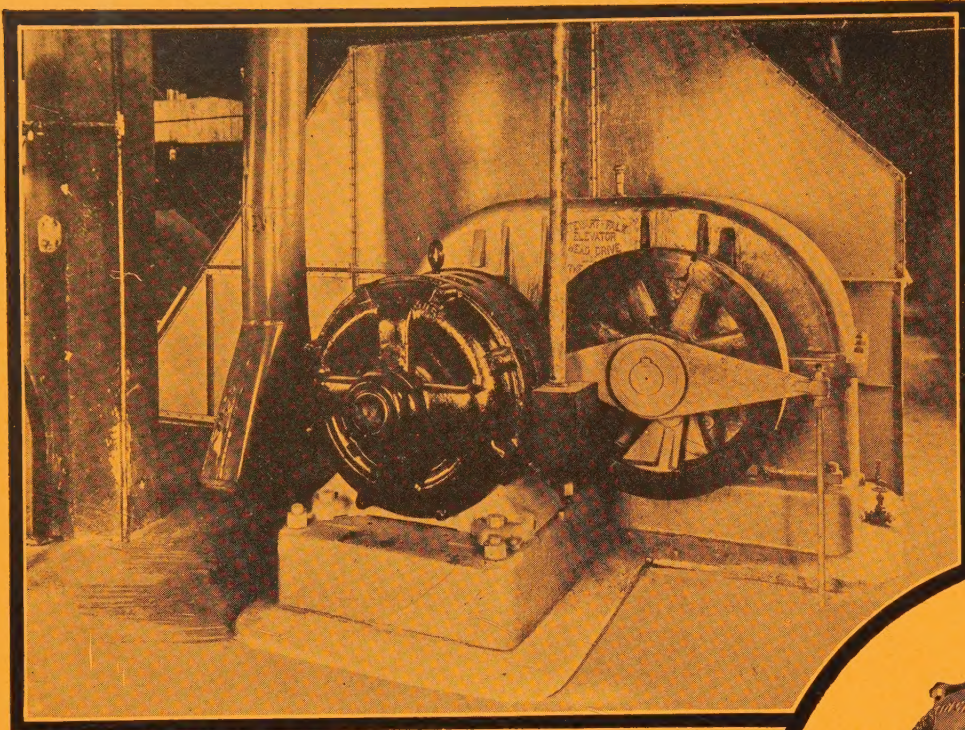


GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.



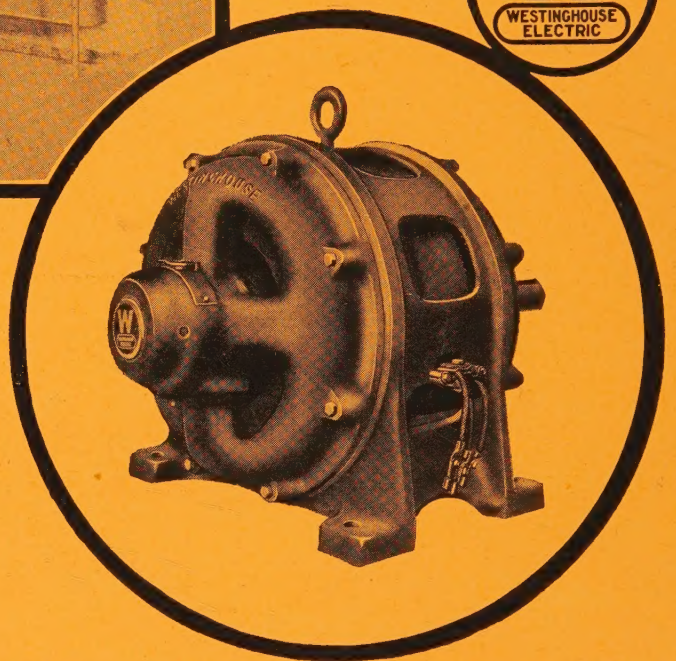
The 1,000,000 bus. Storage Annex of the Wabash Elevator at Kansas City, Mo. For description see page 248.



Westinghouse Type CS Motor on an Elevator Head. Northern Central Elevator, Baltimore, Md.



The Westinghouse Type CS Motor for Grain Elevators



Thorough study, and close contact with electric drives in grain elevators have enabled Westinghouse engineers to design a motor that fulfills the requirements of the various applications.

After years of experience it has been successfully demonstrated that the Westinghouse Type CS Motor is the superior drive for grain elevators. This ruggedly built motor assures steady service, which means maximum production with minimum cost of operation.

Westinghouse Electric & Manufacturing Company
East Pittsburgh, Pa.

Westinghouse

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Sims, wholesale brokers, grain, hay.*

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Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Faley & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillop, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Hartley Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Brettitt-Fraser Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Nash-Wright Grain Co., commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*

*Member Grain Dealers National Association.

CHICAGO, ILL. (Continued).

Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Udlike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*

CIRCLEVILLE, OHIO.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
Pheps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevtr. & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.*
Lockwood, Lee, broker.*
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.*
Transit Grain & Com. Co., consignments, brokerage.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., gr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, buyers for mills.

INDIANAPOLIS, IND.

Board of Trade Members.

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Bingham Grain Co., The, recvrs. & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lew, grain merchants.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants & Comm.*
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.*
Shotwell & Co., Chas. A., grain and scales.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.*
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Fuller Grain Co., consignments.*
Goffe & Carkeuer, grain commission.*
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
McCord-Logan Grain Co., commission merchants.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.*
Rocky Mt. Grain & Com. Co., consignments.*
Sculiar Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.*
Terminal Elevators, grain merchants.*
Thresher Grain Co., R. J., grain commission.*
Wallingford Brothers, grain merchants.*
Watkins Grain Co., consignments.*
Western Grain Co., Inc., receivers and shippers.*
Wiser Grain Co., consignments.*

LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pds.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.*
Gordy Co., C. L., grain brok., hay, grain, millfeed.*

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.*
Cullahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
Davis & Andrews Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Frankie Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Froedtert Gr. & Malting Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Bang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*

MERIDIAN, MISS.

Board of Trade Members.

Threefoot Bros. & Co., whsle. grain, feed, flr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW ORLEANS, LA.

Board of Trade Members.

Fox Co., C. B., exporters.*
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Oberokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell Grain Co., E. M., grain and feed.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. E., commission merchants.*
Vanderburgh, Jesse, milling wheat.*
Vandever Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Flanley Grain Co., receivers and shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.
Bowen Grain Co., H. D., receivers & shippers.*
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. E., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Geidel & Leubin, grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergotti Bros. & Co., grain, feed, hay, flour brokers.*

RICHMOND, VA.

Grain Exchange Members.

Reveridge & Co., S. T., grain, hay, feeds, seeds.*
Mayo Milling Co., millers, grain, feed, seeds.*
Morris & Co., C. F., grain, feed, hay, flour brokers.*
Saginaw Milling Co., jobbers grain, hay, feed, beans.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

SALINA, KANS.

Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers

Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlrs.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas E. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingsuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Western Terminal Elevator Co., receivers and shippers.*

SUFFOLK, VA.

Tidewater Brokerage Co., brokers, distributors.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*
Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shpr.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Raymond Grain Co., consignments.
Simonds-Shields-Lonsdale Gr. Co., exporters.
Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.

WICHITA FALLS, TEXAS.

Mytinger Grain Co., J. C., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

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BALTIMORE

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Baltimore Maryland

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Members

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SHEFFIELD ELEVATOR COMPANY
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Chamber of Commerce
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CARGILL COMMISSION COMPANY

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GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

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Receivers and shippers of all kinds of grain.
Wire or phone us.

O. M. Kellogg Grain Co.

Receivers and shippers of all kinds of Grain.

McCaull-Dinsmore Co.

Grain—Wholesaler and Commission.

T. D. Phelps Grain Co.

Wholesale Grain and Beans.

The Crescent Flour Mills

Merchant Millers and Wholesale Grain.

Denver Elevator

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We operate 30 elevators in Eastern Colorado.

Houlton Grain Company

Wholesale Grain—Get in touch with us.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Crowell Elevator Co.

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The Conley-Ross Grain Co.

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Moore-Lawless Grain Co.

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Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

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KANSAS CITY, U. S. A

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Kansas City, Mo.

St. Joseph, Mo.

Simonds-Shields-Lonsdale Grain Co.

QUALITY and SERVICE
Kansas City, Missouri

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

When you see it in the
JOURNAL
help us by saying so

MOORE-LAWLESS GRAIN COMPANY

Consignments—Futures

KANSAS CITY, MO.

Branch Offices: Atchison, Kansas—Denver, Colorado

Members: Kansas City, Chicago, St. Louis, Atchison and Denver Exchanges

Board of Trade
Members

PEORIA

Board of Trade
Members

Peoria offers a strong outlet for
NEW CORN

W. W. DEWEY & SONS

COMMISSION MERCHANTS

33-35 BOARD OF TRADE, PEORIA, ILL.

H. D. BOWEN GRAIN CO.

Receivers and Shippers

CONSIGNMENTS

18 BOARD OF TRADE, PEORIA, ILL.

P. B. and C. C. Miles

Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty

A Kansas dealer, who advertised
his elevator for sale in the Journal, at
a stipulated price, received so many
replies from prospective buyers he
decided to keep it.

Turner-Hudnut Company

Receivers **GRAIN** Shippers

42-47 Board of Trade

Board of Trade
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Members

Special Wire and Salesman Service

LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

166 W. Jackson Blvd. Chicago, Ill.

CONSIGNMENTS
SOLICITEDWE PLACE
GRAIN TO ARRIVE**JOHN E. BRENNAN & CO. GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO****HENRY RANG & CO.**
Commission Merchants
CHICAGO MILWAUKEEBranch Offices
Des Moines, Ia. Algon, Ia. Carroll, Ia.
Sheldon, Ia. Fairmont, Minn.Eugene Schifflin P. H. Schifflin, Jr. R. E. Andrews
Pres. Treas. Sec.**Philip H. Schifflin & Co.**
(INC.)**GRAIN COMMISSION**

515-518 Postal Telegraph Bldg.

Chicago

Branch Offices:

F. F. Munson Champaign, Illinois
R. T. O'Neill Joliet, Illinois
G. N. McReynolds Mason City, Iowa
B. L. Nutting Spencer, Iowa

Chicago Grain & Salvage Co.

DEALERS IN

SALVAGE GRAIN

GRAIN, FEEDS, Etc.

WRITE OR WIRE

930 Postal Telegraph Bldg. CHICAGO

Want an Elevator?Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.**Henry H. Freeman & Co.**

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

BARTLETT FRAZIER CO. GRAIN MERCHANTS
Western Union Bldg.
CHICAGO

SHIP US THAT NEXT CAR

Harris, Winthrop & Co.15 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

GERSTENBERG & CO.COMMISSION MERCHANTS
GRAIN and SEEDS

Barley a Specialty

Personal attention given
Sample Orders

309 S. La Salle St. CHICAGO

Traveling Representatives:

Ray Gerstenberg Jack De Courcy

Branch Office:

FT. DODGE, IOWA A. J. MOORE, Mgr.

W. P. ANDERSON & CO.

INC

GRAIN

CONSIGNMENTS AND HEDGING

ORDERS SOLICITED

327 S. La Salle St., CHICAGO

E. W. BAILEY & CO.
Commission Merchants

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS

72 Board of Trade, CHICAGO

For Best Results
CONSIGN**ReQua Brothers**

Board of Trade, CHICAGO

W. M. TIMBERLAKE, Mgr. Cash Grain

If You Havethe interest of your mar-
ket at heart, support it
earnestly, help to adver-
tise it thoroughly and
above all do not convey
the impression that it is
an indifferent market by
giving it 30 cents worth
of advertising.**Clark's Double Indexed Car Register**

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.00. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.00. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

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Members

CHICAGO

Board of Trade
Members

J. C. SHAFFER GRAIN CO.
Grain Merchants
111 W. Jackson Boulevard
Chicago, Ill.

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO
J. H. DOLE & COMPANY
RECEIVERS AND COMMISSION MERCHANTS
327 South La Salle Street CHICAGO, ILL.

Rosenbaum Brothers
Grain Merchants
Board of Trade Chicago, Ill.

RUMSEY & COMPANY
COMMISSION MERCHANTS
Board of Trade Chicago, Illinois

WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY
Especially Consignments
GRAINS ALL WAYS
McKENNA & DICKEY
60 Board of Trade, Chicago

THE UPDIKE GRAIN COMPANY
"The Reliable Consignment House"
CHICAGO OMAHA KANSAS CITY MILWAUKEE SIOUX CITY

POPE & ECKHARDT CO.
GRAIN and SEEDS
111 W. Jackson St. CHICAGO

CARHART CODE HARWOOD CO.
Grain Commission
Board of Trade CHICAGO

HITCH & CORDER
COMMISSION MERCHANTS
Members Chicago Board of Trade.
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.
Tel. Wabash 6584

J. Rosenbaum Grain Co.
Grain Commission Merchants
CHICAGO

NASH-WRIGHT GRAIN CO. Telephone
Harrison 2379
Commission Merchants 66A Board of Trade Building, CHICAGO

BUYERS AND SELLERS
of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

ARMOUR GRAIN COMPANY
GRAIN MERCHANTS
Manufacturers of
ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS
208 So. La Salle Street, Chicago, Ill.

THE CORN EXCHANGE NATIONAL BANK of Chicago

Capital and Surplus Fifteen Million Dollars

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Foreign Exchange—Letters of Credit—Cable Transfers

Accounts of Grain Merchants Invited

Board of Trade
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CAIRO

Board of Trade
Members

CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

PITTSBURGH

MEANS *THIS* TO YOU

A GRAIN MARKET with something to offer, not merely a buying and reshipping point, but a large industrial and consuming city as well. Here, at the junction of the Allegheny, Monongahela and Ohio Rivers, is one of the foremost railroad centers of this country, giving grain shippers service not usually expected in these days of "Railroad Reconstruction." The members of the Pittsburgh Grain and Hay Exchange mentioned here are ready now to do their part.

Geidel & Leubin
Geo. E. Rogers & Co.
Harper Grain Co.
H. S. Allen & Co.

R. S. McCague, Ltd.
J. W. Smith & Co.
Samuel Walton Co.
Jesse C. Stewart Co.

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

Electric
Consignment
Service

A reliable service designed to meet the requirements of shippers to the Buffalo Market. We solicit your shipments.

ELECTRIC
GRAIN ELEVATOR
CO., BUFFALO

A. W. HAROLD
GRAIN BARLEY *A Specialty*
717 Chamber of Commerce - BUFFALO, N. Y.

Ship Us Your
Corn, Oats and Wheat

Regardless Of Its Condition
We operate the Superior Elevator equipped with all modern machinery for handling grain

PRATT & CO.
OPERATORS OF
SUPERIOR ELEVATOR
910 Chamber of Commerce, Buffalo, N. Y.

RECEIVERS, SHIPPERS AND BROKERS

L. C. BUTTON CO.
510-511 Grain Exchange SIOUX CITY, IOWA
General Grain and
Commission Business
USE US

E. Stockham Grain Co.
CONSIGNMENTS
Every Car Gets Personal Service
Omaha, Nebr.
WRITE US YOUR OFFERS

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Des Moines Elevator & Grain Co.
Terminal Elevator Capacity 700,000 Bu.
We specialize in Oats and High Grade
Corn, Oats sacked for Southern Trade.
HUBBELL BLDG. DES MOINES, IOWA

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce Boston, Mass.

RICHARDSON BROS.
Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

RECEIVERS, SHIPPERS AND BROKERS

E. E. Delp Grain Co.
Elevator and Mills---Bourbon, Indiana
Eastern Office, Philadelphia, Pa.

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Mill Feed
Ask for Prices

SWIFT GRAIN CO.
Murphy Building
Detroit, Michigan
Consign or Ask Us for Bid

C. N. D. QUOTATIONS

We have enlarged upon our old form of recording C. N. D. quotations and now have a new book which, in addition to having spaces for Wheat, Corn and Oats, also has spaces for Rye and Barley.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday.....192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9 1/2 x 11 1/4", are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00.

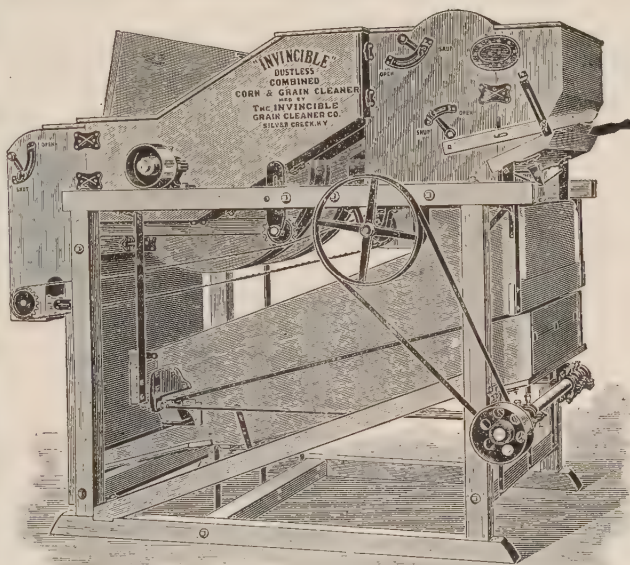
GRAIN DEALERS JOURNAL
305 South LaSalle St. Chicago, Ill.

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
626-8 Murphy Building, Detroit, Mich.
"The top 'o the market to you"

TAYLOR & PATTON CO.
Terminal elevator capacity
250,000 bushels. Buyers and
shippers of Corn and Oats.
DES MOINES - IOWA

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

Solicit inquiries for Natural and Kiln
Dried Corn, Country White Oats
E. A. GRUBBS GRAIN CO.
Greenville, Ohio



INVINCIBLE (Combined) CORN AND GRAIN SEPARATOR

A machine designed for the two duties indicated by its name—Economizing Space and Investment without sacrificing any of the thoroughness of our individual machines for the separate operations.

All the well known INVINCIBLE Separator features are incorporated in this model. Surely a safe guide and a guarantee of its worth.

INVINCIBLE GRAIN CLEANER CO.
Silver Creek New York



It Confirms the Merits of Cyclone Dust Collectors

The fact such companies as here listed have depended upon Cyclone Dust Collectors over a long period of years is proof that Cyclone dust collecting equipment will meet your requirements.

Armour Grain Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants.
B. & O. Elevator,
Baltimore
J. C. Hunt Grain Co.,
Wichita Falls, Tex.
Santa Fe Elevators,
Kansas City
Capitol Elevator,
Duluth

Cyclone Blow Pipe Co.
2542-52 W. 21st St. Chicago, Ill.

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

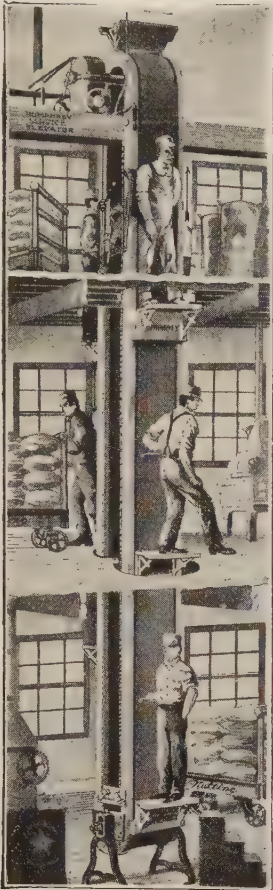
MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

THE KENNEDY CAR LINER & BAG CO.
SHELBYVILLE, IND.
Canadian Factory at Woodstock, Ontario.

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.



It's Always Ready!

Put in the Elevator proved by the test of time in hundreds of mills.

THE Humphrey Elevator's wide reputation for smooth, perfect operation, economy and safety is the result of 32 years of elevator building and developing.

Every detail of its construction has been perfected. Note these features: Electric silent chain drive; driving mechanism a compact, self-contained unit running in oil bath; Humphrey Patented Automatic Safety Stop; quick and easy control; self operating.

Humphrey Elevator

Consult our Engineering Department. We can give you dependable advice and data on the actual saving that Humphreys are obtaining in plants of various sizes. Write today.

There is
ONLY ONE
GENUINE
Humphrey
Elevator

Representatives in Principal Cities

Humphrey Elevator Company
1129 Division St. Faribault, Minn.

MOHAWK



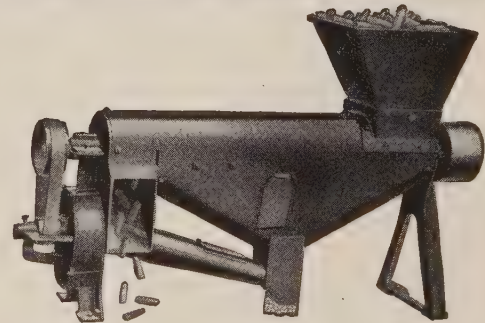
RUBBER BELTING

For many years the **Standard Belting** for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia, San Francisco Seattle



Style A Triumph Corn Sheller

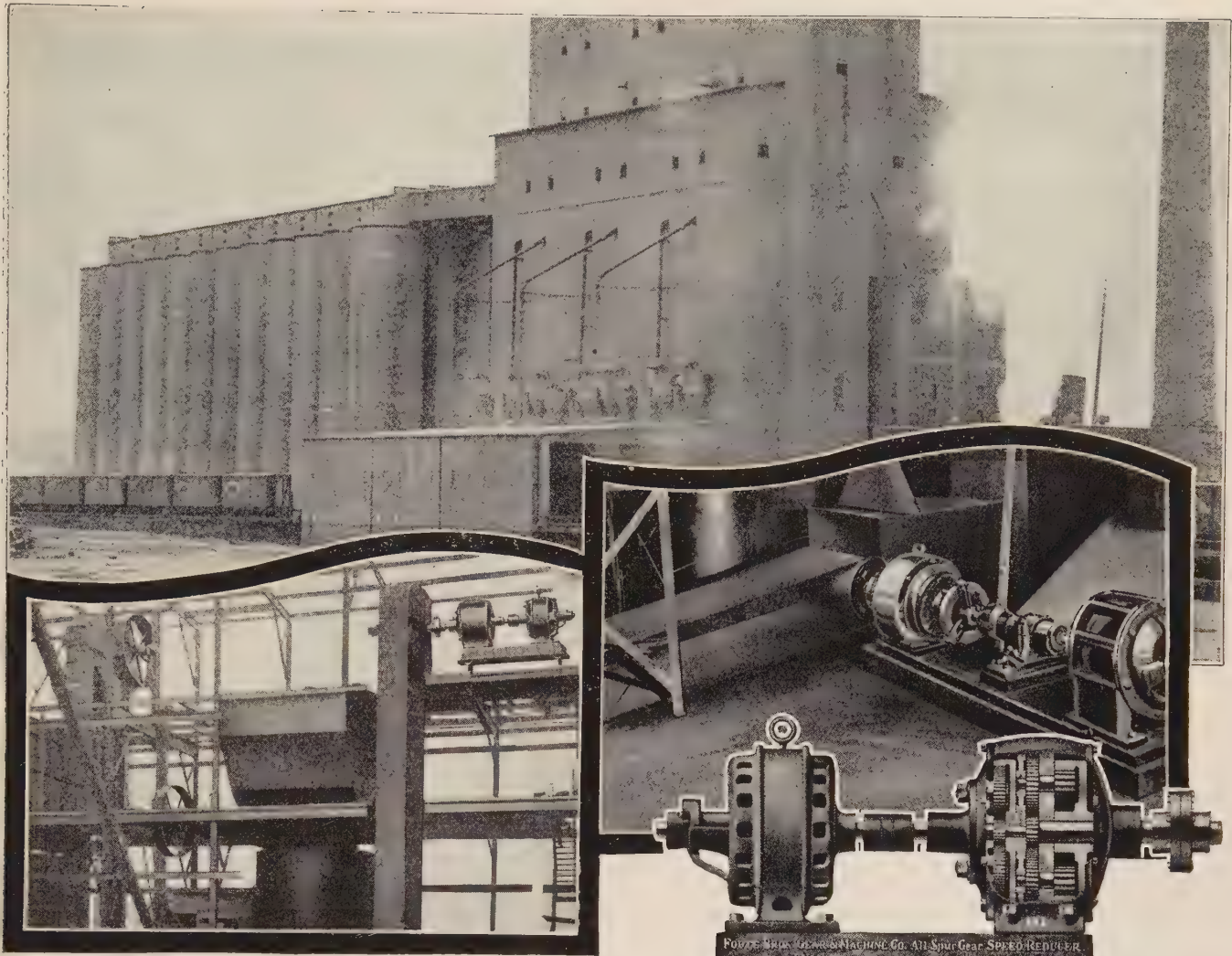
A GOOD SHELLER OF MODERATE CAPACITY

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

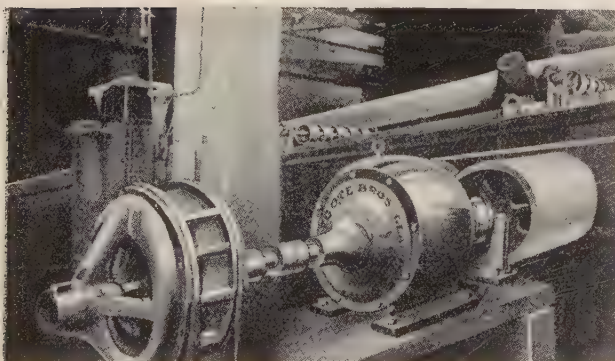
We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio



Foote Speed Reducer direct connected between high speed motor and elevator leg head.

Foote Speed Reducer used to reduce speed of motor operating belt conveyor.



Foote Speed Reducer operating main belt conveyor carrying grain from cars.

Simplified motor speed reduction. No belts—no chains—no open gears. Economical installation. More dependable service. More years of use. Ideal for use on conveyors, hoists, etc. Far superior to any other method.

FOOTE SPEED REDUCERS deliver from 86% to 94% of the motor power to the conveyor, agitator, or other operated equipment upon which it is used. Because it is entirely enclosed, all gears running in oil and protected from dust, dirt and grit, its life is many times that of open equipment. On more than 12,000 Foote Speed Reducers in constant use maintenance is less than $\frac{1}{2}$ of 1%. They reduce fire risk.

The use of FOOTE SPEED REDUCERS will provide great efficiency and create a big saving of time and money.

Find out all about this ideal method of reducing electric motor speeds. Write for full information today.

FOOTE BROS. GEAR & MACHINE COMPANY

Mfrs. of Rawhide and Bakelite Pinions and Cut Gears of All Kinds. Send for Catalog. Special Machinery Made to Order. Submit Your Blueprints.

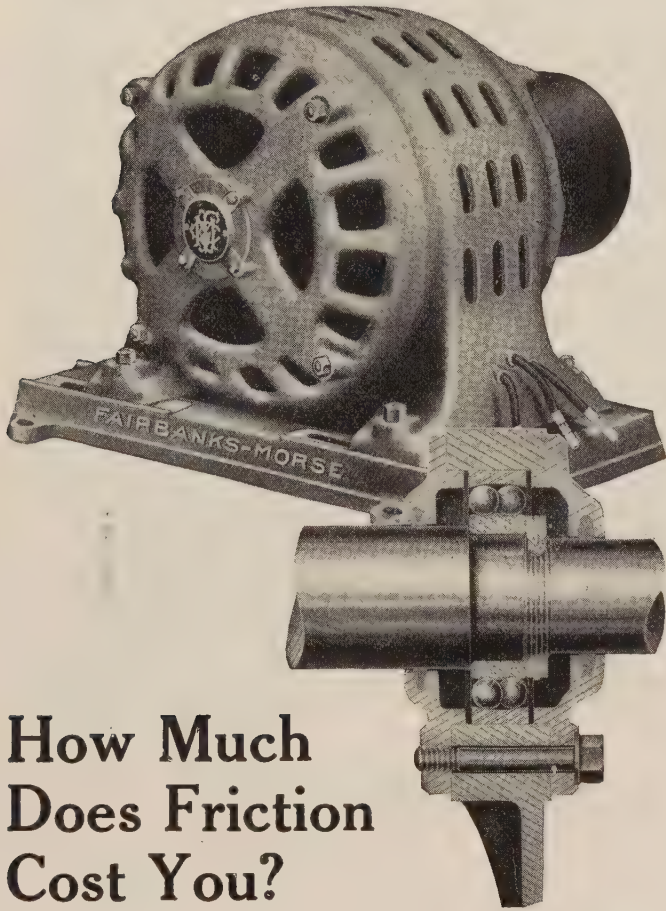
252-262 N. Curtis Street, Chicago, Ill.



J. R. SHAYS, JR.
145 Greenwich St., New York City

KING & KNIGHT,
Underwood Bldg., San Francisco, Calif.

Fairbanks-Morse Ball Bearing Motors



How Much Does Friction Cost You?

Bearing friction means current waste. Ball bearings reduce friction and save current. This means big savings in money and in addition you get better and longer service from Fairbanks-Morse Ball Bearing Motors.

Dust-proof, grease packed bearings require attention only a few times a year—reduce maintenance costs.

In addition to all bearings—a one piece rotor winding with end rings cast on solid copper bars give mechanical strength and high conductivity.

Solid cast frame—rigid base with broad feet cast on.

Standard 40 degree rating affords a factor of safety and assurance of service when actual load is not definitely known.

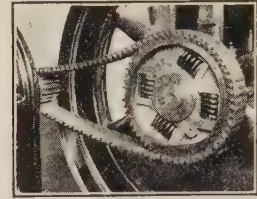
This is the motor
used in the New
Orleans Public
Elevator—3485 h.p.



Fairbanks, Morse & Co.
Manufacturers, CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

Drive, showing
shock-absorb-
ing sprocket.



Speed Up Production!

In elevator operation, American High Speed Chains have set a new standard of production. They are safe, silent and economical. Because they transmit between 98 and 99% of the power applied, elevator operators everywhere are replacing slipping belts and grinding gears with American High Speed Chains.

Our engineers will be glad to discuss your particular power transmission problems. A letter from you will bring them—in a hurry.

AMERICAN
HIGH SPEED CHAIN CO.

INDIANAPOLIS, U. S. A.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Attrition Mill	Lightning Rods
Bag Closing Machine	Magnetic Separator
Bags and Burlap	Manlift
Bearings { Roller	Moisture Tester
Belting	Mustard Seed Separator
Bin Thermometer	Oat Bleachers and Purifiers
Boots	Oat Clipper
Buckets	Oat Crusher
Car Liners	Pneumatic Conveying Equipment
Car Loader	Portable Elevator
Car Mover	Power { Oil Engine
Car Puller	{ Gas Engine
Car Seals	{ Motors
Cleaner	Power Shovel
Clover Huller	Radio Equipment
Coal Conveyor	Railroad Claim Books
Corn Cracker	Renewable Fuse
Conveying Machinery	Sample Envelopes
Distributor	Scales
Dockage Tester	Scale Tickets
Drain Circulating Pump	Scarifying Machine
Dump	Self-Contained Flour Mill
Dust Collector	Separator
Dust Protector	Sheller
Elevator Brushes	Siding-Roofing { Asbestos
Elevator Leg	{ Steel
Elevator Paint	Silent Chain Drive
Feed Mill	Speed Reduction Gears
Fire Barrels	Storage Tanks
Fire Extinguishers	Spouting
Friction Clutch	Testing Apparatus
Grain Driers	Transmission Machinery
	Transmission Rope
	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

MONARCH BALL BEARING ATTRITION MILL

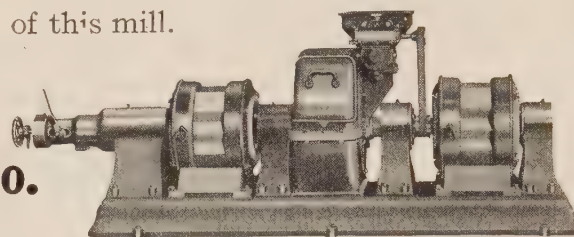
*Adapted to
the Needs
of Your
Mill*

A knowledge of milling conditions, gained after years of intimate relationship with the trade has produced an Attrition Mill so temperamentally adapted to the needs of milldom that wherever installed efficiency is increased, capacity enlarged, and a new high standard of quality attained. Withal, mind you, the cost of production is considerably reduced.

Send to-day for Catalogue B-120 which explains the special features of this mill.

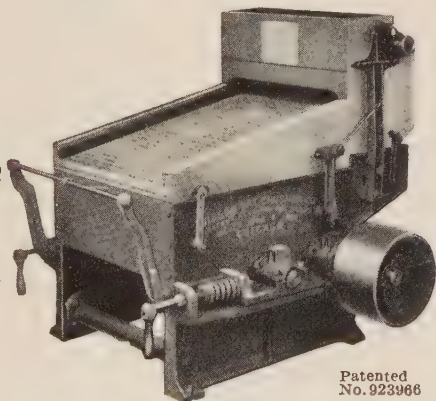
Sprout, Waldron & Co.

Builders of Monarch Mills
1202 Sherman St. MUNCY, PA.



Cracked Corn

8000 pounds per hour
less than 2% meal
only 5 horse power



Patented
No. 923966

It is being done every day
on a

#18 Gibson Corn Cracker

You can prove it by trial—write for particulars.

Gibson Oat!Crusher Co.

Manufacturers
1530 McCormick Bldg. CHICAGO

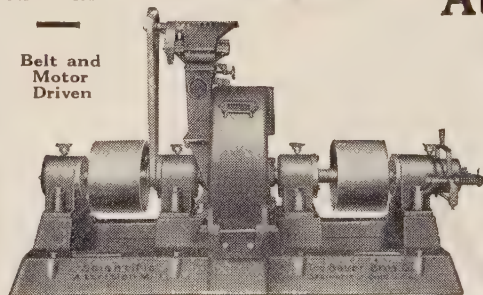
The Bauer

Heavy Duty
Attrition Mills

COSTS LESS PER HOUR

"The Mill
that Fills
the Bill"

Belt and
Motor
Driven



Accessible
Interior
Self Tram-
ming
Safety Quick
Release

The Bauer Ball-Bearing Belt-Driven Attrition

Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG. SPRINGFIELD, OHIO
Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.

Salem Elevator Buckets



We are the manufacturers of the original Salem elevator bucket which is used for handling all classes of materials in many different industries.

This type of bucket is of one piece construction with rounded contour throughout, smooth in form, durable in service and clean in handling and delivery of materials.

There are no seams in front nor on the ends, the laps being made on the back and bottom at the ends. On the back the laps are riveted or spot welded; on the bottom the end pieces are bent under and hammered tight.

The widest range of service is covered by a very full line of regular types and sizes and made in various gauges of steel, from the lightest practical for ordinary work to the heaviest necessary for the most severe duty.

Write for new price list.

THE WEBSTER MFG. COMPANY

4500-4560 CORTLAND ST. CHICAGO

Factories-Tiffin, O. Michigan City, Ind. and Chicago-Sales Offices in Principal Cities

IN considering the purchase of a Cleaner you are sure to ask yourself Will It Pay?

You can be assured that it **will pay** if you buy a "Standard" which is equipped with our Patented Blast Regulator, Automatic Traveling Brushes and Force Feed Hopper all of which result in making them the efficient machines they are recognized to be by any number of satisfied users.

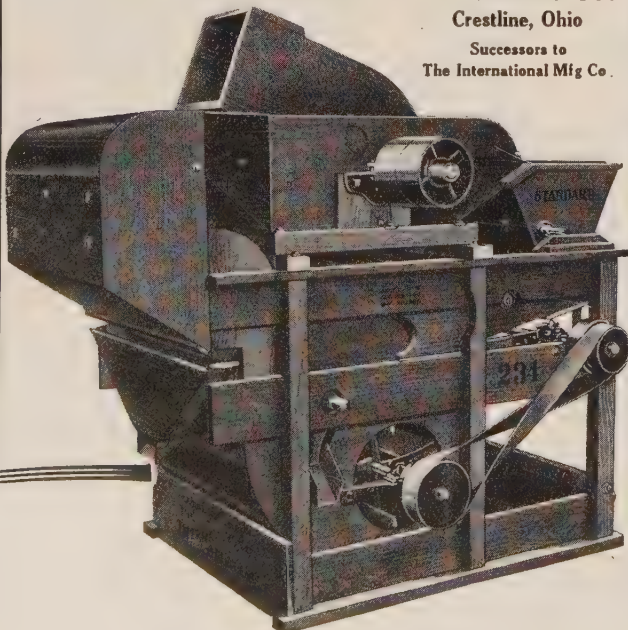
Our line comprises machines suitable for cleaning any kind of grain or seed.

Write for our latest catalogue of twenty-four different styles with prices.

THE BURCH PLOW WORKS CO.

Crestline, Ohio

Successors to
The International Mfg Co.



Flexible Car Loading Spouts



— Telescoping —

Any length, diameter or gauge of steel with round or square head. Fully guaranteed. Each spout treated with heavy coat of high-grade black asphaltum paint to prevent rust and insure lasting durability.

Our new prices will represent a real saving to you, no matter how large or how small your requirements. We can meet your specifications exactly and assure you of prompt delivery.

Write today for illustrated catalog and low prices.

STANDARD STEEL WORKS

16th and Holmes Streets

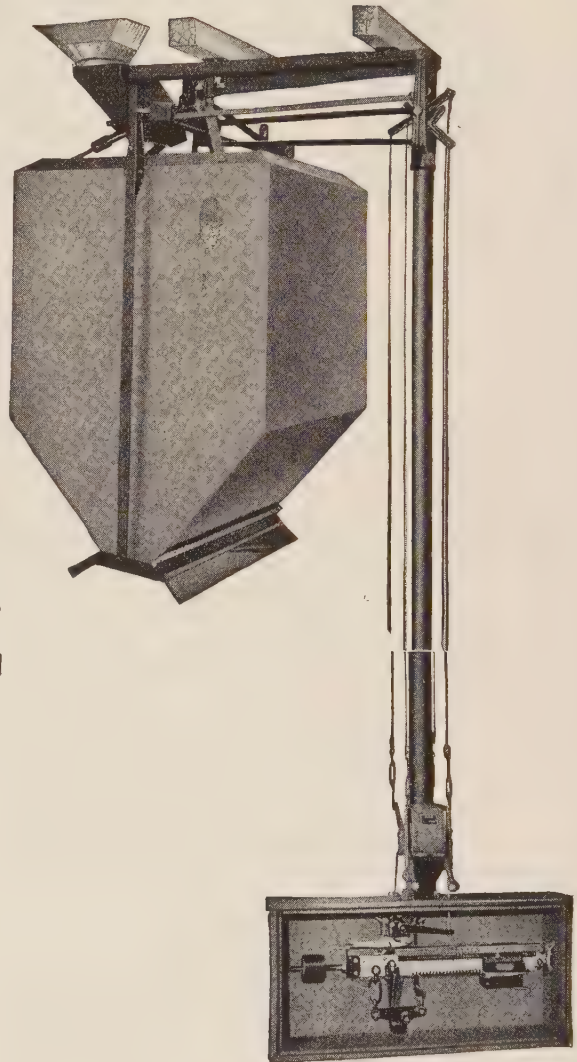
North Kansas City, Missouri

Loads a Car in Half an Hour

Are you tired of working late at night,
loading cars?

—prowling around in the darkness among
the spouts in the cupola?

—getting covered with dirt and dust on
your frequent trips aloft? Then you'll
be glad to know how hundreds of other
elevator men have done away with these
and other weighing troubles! *They
use the*



BIRD SCALE

the scale that handles 3500 bushels of wheat
per hour; 30 drafts to a car instead of 300; that
loads a car in half an hour.

No trips to the cupola. The Bird is located in
the cupola, the best place for any scale, *but is
controlled and operated from the work floor.*

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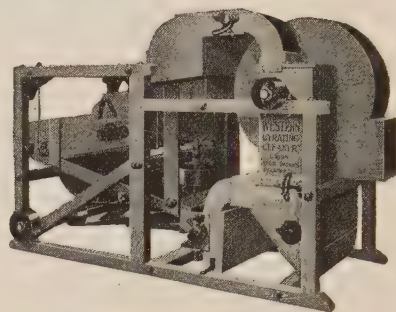
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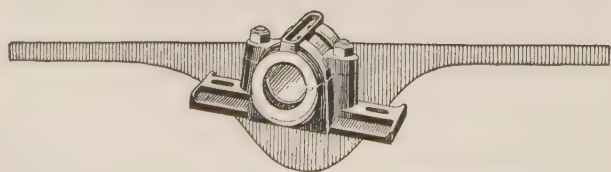
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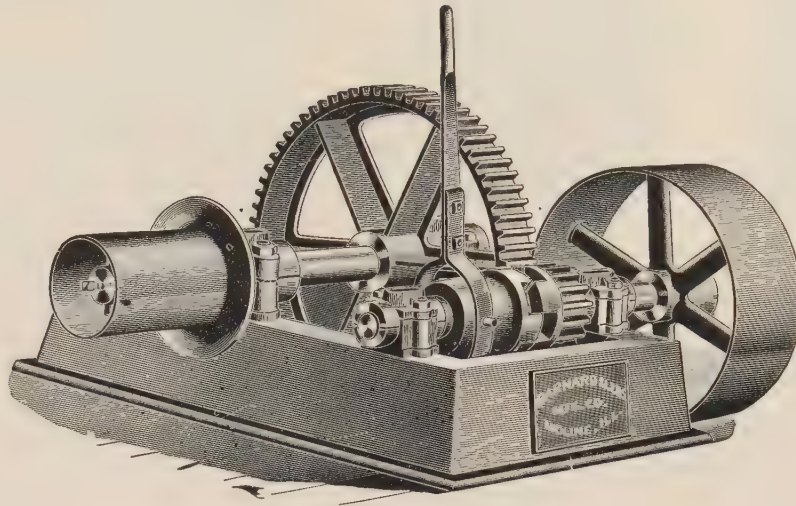


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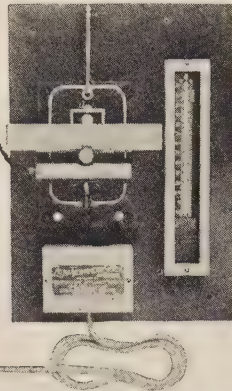
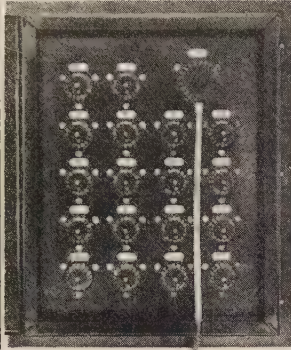


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The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

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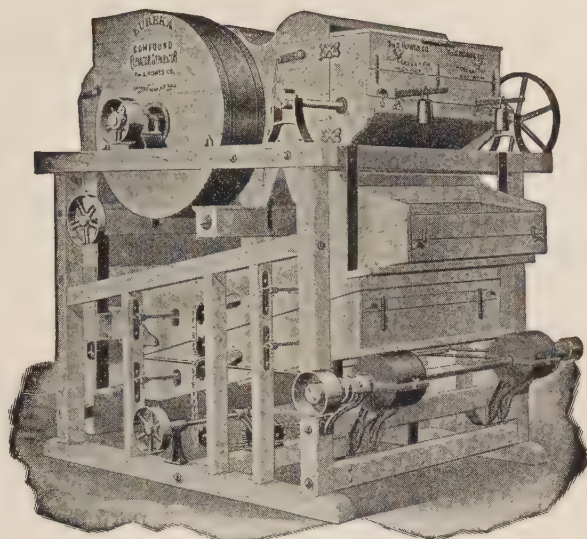
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309 So. La Salle St.

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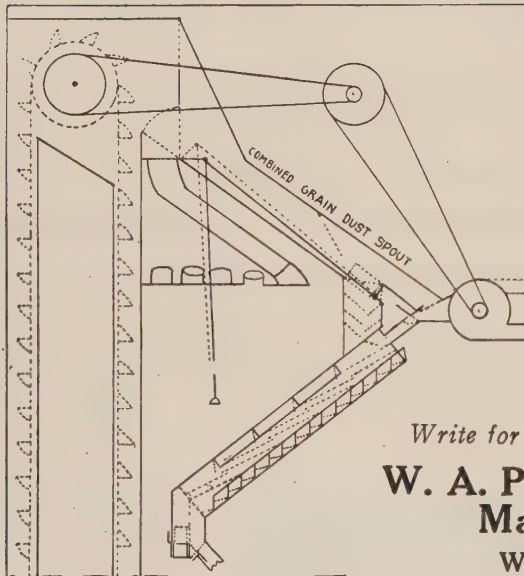
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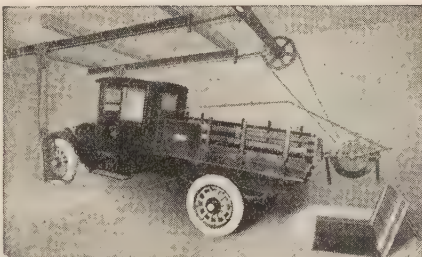
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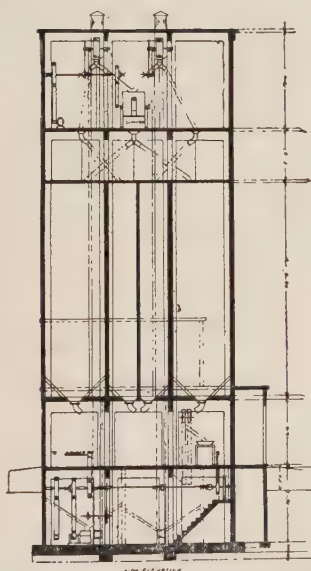
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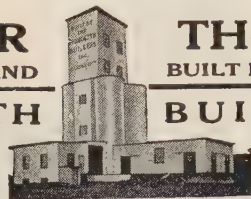
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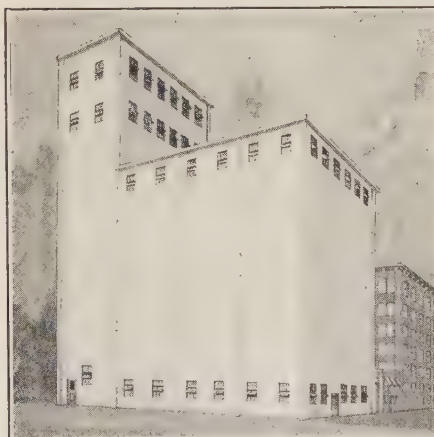
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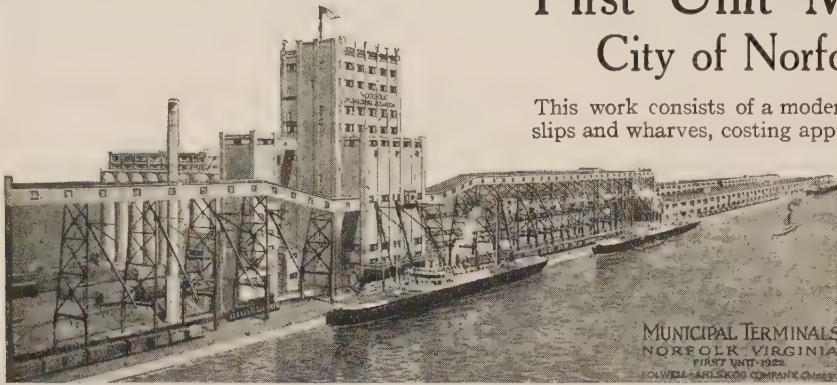


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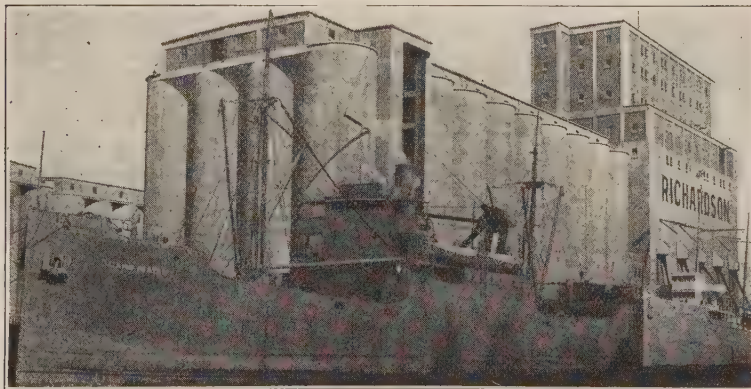
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We will be pleased to furnish preliminary plans and estimates or to help out with operating difficulties.

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THE GEER CO.

Designers--Builders

**Elevators--Coal Pockets
Flour Mills**

Grand Island, Nebraska

SEND US YOUR INQUIRY

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL
ELEVATORS**

**T. E. Ibberson Company
MINNEAPOLIS, MINN.**

Eikenberry Construction Co.
BLOOMINGTON, ILL.

We make a specialty of Designing
and Building
GRAIN ELEVATORS

Detatur Construction Co.

**ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
760-762 Gushard Building
DECATUR ILLINOIS**

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

P. F. McALLISTER CO.
ENGINEERS AND CONTRACTORS

Grain Elevators, Driers, Coal Chutes
Wood or Concrete
BLOOMINGTON, ILL.

I like the Grain Dealers Journal very much.—G. H. Burnett, mgr. Farmers Union Co-operative Elevator Co., Laird, Colo.



Take your choice—
a fragment of iron
—or a lighted torch.

Two ways of touching off a dust explosion—

A BOLT or even a fine fragment of iron entering a mill that is operating in dust-charged air, is just about as dangerous as a lighted torch. The only difference is that the iron is permitted in many mills.

Branch Offices:

NEW YORK: 52 Vanderbilt Ave.
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DETROIT: 805 Hammond Bldg.
CHICAGO: 624 S. Michigan Ave.
PITTSBURG: 1522 Oliver Bldg.
CLEVELAND: 730 Engineers Bldg.
ST. LOUIS: 1004 Federal Reserve Bank Bldg.
EL PASO, TEXAS: First National Bank Bldg.
BIRMINGHAM: 848 Brown-Marx Bldg.
LOS ANGELES: San Fernando Bldg.
PORTLAND, ORE: Lewis Bldg.

Why not put an end to the fire and dust explosion hazard? Dings Magnetic Separators are made in types and sizes for every use in mills and elevators. They stop the danger of fires from sparks by eliminating the cause—tramp iron. The finest particles of iron cannot pass the powerful electro-magnets. They eliminate fragments that would escape the weak and mis-named "permanent" magnets that are so often employed.

Use Dings Separators not only to insure lives and equipment, but to better your product and to reduce wear on rolls, grinding faces and botting cloth.

Let us put the facts before you. Write the Dings Magnetic Separator Co., 666 Smith Street, Milwaukee, Wis.

Dings
High Intensity
**MAGNETIC
SEPARATION**

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of edge paper 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 S. La Salle Street, CHICAGO, ILL.

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

**Grain Dealers Journal
Want Ad.**

We enjoy reading the Grain Dealers Journal very much and there is always something good in it.—The Kitching Grain Co., by R. D. Kitching, Chickasha, Okla.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$2.75

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NEBRASKA—Ten thousand bushel elevator for sale. Iron clad, modern in every respect. H. T. Ingalls & Sons, Cairo, Nebr.

NORTHWEST IOWA—Elevator, coal and feed business. Money maker. Price \$7,500. Address 50C23 Grain Dealers Journal, Chicago, Ill.

OHIO—Elevator in good Northwestern location. No competition. Excellent reason for selling. 50A3 Grain Dealers Journal, Chicago, Ill.

IOWA—22,000 bu. cap. Completely equipped Coal and feed business in connection. Address 49Z14 Grain Dealers Journal, Chicago.

KANSAS—Elevator, grain, feed and seed business for sale. Address owner, W. J. Dyer, La Cygne, Linn Co., Kans.

FOR SALE BY OWNER, for all cash only. 2 elevators in Minn. and 1 in N. Dak. All good territory. Address 50D11 Grain Dealers Journal, Chicago, Ill.

MISSOURI—Modern elvtr. at Lathrop. Cap. 32,000 bu. Cleaner cap. 10 cars day. Grinder 2 cars day. 32 h. p. Fairbanks-Morse engine. Address 50C17 Grain Dealers Journal, Chicago.

THE WAY inquiries are coming in from my ad may make it necessary to insert another in the Journal stating that the elevator has been sold.—F. C. H.

N. W. OHIO—Excellent opportunity to buy high class elevator and all side lines. Deal with owner. Address 50A16 Grain Dealers Journal, Chicago, Ill.

COLORADO SPRINGS, COLORADO, elevator and grain business, established in 1901. To settle estate will sell two-thirds interest or all, cheap. Address 50D6 Grain Dealers Journal, Chicago, Ill.

INDIANA—16,000 bushel electrical equipped elevator in Central Indiana. House and machinery is A1. Galvanized siding, a good grain point and side lines. Price \$10,000. Address 50B14 Grain Dealers Journal, Chicago, Ill.

WISCONSIN—15,000 bu. cap. elevator, cribbed bins, good motors, scales, etc. Doing \$75,000 annually; seed, flour, fuel, feed and feed grinding business in connection. Also 7-room house and half acre land. Address 50C12 Grain Dealers Journal, Chicago, Ill.

IOWA—Good 10,000 bu. elevator. Electric power, best of shipping facilities. Good once. Coal bins, corn cribs and warehouse. Handled over 130,000 bu. from July 1 to Jan. 1, 1923. No competition. Selling on account of poor health. Price \$6,500. No trades. Address 50D7 Grain Dealers Journal, Chicago, Ill.

INDIANA—50,000 bus. cribbed elevator in Northwestern Indiana in fertile Kankakee Valley. Elevator is iron clad, fully equipped with dryer and cleaning machinery. One of the best elevators in Indiana. One competitor. Will sell worth the money to settle estate. Address 49Z17 Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR AND BUNGALOW for sale. Modern 50,000 cap. cribbed construction, equipped with everything to make it up-to-date; at small station close to Chicago. Coal bins with coal elevator. Good competition. Station handles 500,000 to 600,000 bu. annually. \$21,000 for all.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

ELEVATORS FOR SALE.

IOWA—25,000 bu. capacity elevator and coal business. Address 50C24 Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA terminal elevator in first class shape; well located. Address 50A13 Grain Dealers Journal, Chicago, Ill.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

IOWA—12,000 bushel elevator for sale in good town in one of the best grain territories in Iowa. Address 50D5 Grain Dealers Journal, Chicago, Ill.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

E. NEBR.—Elevator, electrical power, A1 shape, cap. 20,000 bu. Station handles from 4 to 700,000 bu. annually. Write for particulars. 50D16 Grain Dealers Journal, Chicago, Ill.

CENTRAL IND. elev. 25,000 bu. electric power, good condition, priced to sell. Can carry part purchase price. On Monon Ry. Address 50B5 Grain Dealers Journal, Chicago.

CENTRAL MISSOURI—Good 12,000 bu. elevator; also good side lines. Population 400. First-class school. Address 50C8 Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elevator for sale cheap. Doing good business. Retail business strictly cash. Good territory. Address 50A6 Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS ELEVATOR FOR QUICK SALE. 16,000 bu. elevator on private ground; electric power, coal sheds, office, wagon scales in good condition. Write for price, 50C11 Grain Dealers Journal, Chicago, Ill.

MINNESOTA—Three electric power grain elevators, coal shed at one station and Milwaukee road in Renville county, Minn. Easy terms and a bargain. J. R. Stewart, 1022 Flour Exchange, Minneapolis, Minn.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

INDIANA—50,000 bus. cribbed elevator in Northwestern Indiana in fertile Kankakee Valley. Elevator is iron clad, fully equipped with dryer and cleaning machinery. One of the best elevators in Indiana. One competitor. Will sell; worth the money to settle estate. Address 49Z17 Grain Dealers Journal, Chicago, Ill.

COLORADO—Terminal elevator at Denver. Everything new and up to date. Owing to sickness will sell for about one-third of replacement cost. Terms to responsible party. You can't afford to pass this up. Address 49Z6 Grain Dealers Journal, Chicago, Ill.

INDIANA—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis Ind.

ELEVATORS FOR SALE OR TRADE.

NORTHWEST MISSOURI—New 10,000 bu. elevator located at good station for sale or trade. Address Room 3, Grain Exchange, Omaha, Nebr.

ELEVATORS WANTED.

WANTED—Elevator and side lines, \$10,000 value, for bottling works in Ind. town. No competition. 50D19 Grain Dealers Journal, Chicago.

WANTED—Grain elevator in Northern Iowa. Must show good business and priced right. Address 50A9 Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE for good grain elevator, 80 acres land located 1 mile from city limits of Cedar Rapids, Ia. Box 188, Cedar Rapids, Iowa.

WANTED good elevator. Give complete description and information. Address 50C27 Grain Dealers Journal, Chicago, Ill.

WANT TO RENT OR BUY 2 or 3 country grain elevators in Minn., North Dak., or Eastern Montana. Give full particulars and competition. Address 50D25 Grain Dealers Journal, Chicago.

WOULD LIKE TO BUY ELEVATOR in Colorado, Western Nebraska or Western Kansas. Only good grain points considered. Address 50C19 Grain Dealers Journal, Chicago, Ill.

WANTED—Elevator in North Central Iowa. Will trade my equity in well improved 80 acre farm located 2 miles from town Northern Iowa. Address 50D22 Grain Dealers Journal, Chicago.

WOULD LIKE TO BUY ELEVATOR in town of from 200 to 800 people in Eastern or South-eastern Nebr. Must have good schools. Would pay well for good location. Address 50B2 Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—If you want to sell your elevator, quietly and without any splurge, and worth the money asked, write and tell me all about it. Have interested buyers waiting for the right kind of propositions.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

TRADE WANTED OR SALE—Have you something to sell or trade? Let the readers of the Journal know what you have to offer. Now they are unaware of the advantage of dealing with you. The best way to dispose of anything is by advertising.

ELEVATOR BROKERS.

CLAYBAUGH-MCCOMAS

Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade

If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MAGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Hardware store and building in small town. \$36,000 or more business a year. Address 50D4 Grain Dealers Journal, Chicago, Ill.

TO TRADE for grain or fuel business 17 acres ranch in Hood River Valley, Ore. Good buildings. 50B10 Grain Dealers Journal, Chicago.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

NEW JERSEY—Wholesale and retail feed and flour mill doing \$200,000 yearly. Water power—prosperous country. \$20,000—half cash. Harry Vail, Warwick, Orange Co, N. Y.

GRAIN, lumber, feed, coal, building material, etc., business for sale with real estate. All on private grounds. Building in A1 condition. 30 miles west of Chicago, Ill. Address E. H. Franzen, Cloverdale, Ill.

FOR SALE—A GOOD BUSINESS consisting of interests in the country and office at terminal market for \$15,000.00. This business for sale because of sickness in the family. It paid through the period of depression and is now on a better basis. A conservative business paying about \$500.00 per month. If you are interested and can handle a business of this kind write 50B12 Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE.

FOR SALE—Flour, feed and buckwheat mill. Water power. 50 bbl. cap. Fine farming country; draws trade from 20 miles in all directions. Reason for selling, failing health. Box 33, Marion, Mich.

OHIO—100 barrel mill for sale. Fully equipped; 60 H. P. kerosene engine, steam engine, etc. Reason for selling, want to devote our entire attention to elevator and feed business. Write for further particulars, 50D15 Grain Dealers Journal, Chicago, Ill.

ANSWERS—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6,700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

MISCELLANEOUS.

FOR SALE—40-50 pound Howe Scale weights in good condition. Chas. Love, Macon, Ill.

DUPLICATING SCALE TICKETS.

Books containing 300 original tickets and 300 duplicates, 75c per book. Six books your own firm name, etc., on each ticket, \$6; 12 books, \$9; 24 books \$15. Write for samples. Specialists in duplicating and triplicating forms. Tribune Printing & Binding Co., Hicksville, Ohio.

HELP WANTED.

WANTED AT ONCE first class elevator man to take full charge of receiving and shipping of grain, also other duties pertaining to the handling of grain elevator. Want man well recommended. 50C28 Grain Dealers Journal, Chicago.

AN IOWA elevator company used a six line advertisement in the "Help Wanted" column of the Journal in one issue. They write as follows: "You sure did earn your money. We had only 88 applications for the place."

FEMALE HELP WANTED.

TYPIST, rapid, to rewrite news items regarding business changes and improvements for Grain Trade News dept. Address Editor, Grain Dealers Journal, Chicago, Ill.

REWARD.

\$250 REWARD.

We will pay the above reward to the party detecting and convicting the thieves who robbed our elevator of 7 bags Alsike Seed in the amount of 17½ bu. in Banner 2-bu. cotton bags, on the morning of Feb. 3rd, 1923. Kirby White & Son, Harrod, Ohio.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

SCALES WANTED.

WANTED second hand even weight grain bagging scale. Must be in good condition and perfect weighing order. What have you? Address 50C16 Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

50 H.P. INTERNAT'L oil engine A-1 condition, with parts \$1460. O.B.C. Chicago. Black & Gold Marble Co., 2613 W. Roosevelt Rd., Chgo.

FOR SALE—One 25 h. p. Fairbanks-Morse kerosene stationary engine. Good condition. Sell cheap. Lon McCorkle Elvtr. Co., Clifton Hill, Mo.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

FOR SALE—60 h.p. Worthington Diesel engine, used three months; 3000 bu. capacity; Ellis Drier; 29 h.p. boiler and much shafting, pulleys, etc. Our flour mill partly destroyed by fire and being dismantled, reason for selling. The Wadsworth Feed Co., Warren, Ohio.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

SITUATIONS WANTED.

MAN WITH 18 YEARS' EXPERIENCE, at present employed, wants to change. Married. Address L. B. 262, Hooper, Nebr.

WANTED position as grain inspector. Four years' experience inspecting corn and oats. Address 50D20 Grain Dealers Journal, Chicago.

WANT POSITION as buyer for line elevator Northern Oklahoma or Southern Kansas. Eight years' experience; married; best references. Address 50D24 Grain Dealers Journal, Chicago.

POSITION as manager of elevator. Five years in grain and sidelines. Indiana territory preferred. Married; references. Address 50C5 Grain Dealers Journal, Chicago, Ill.

WANTED position as manager country elevator. 15 years' experience. Understand gas and steam power. Do all kinds repairing. Al ref. 49Y7, Grain Dealers Journal, Chicago.

GRAIN MAN WITH 12 YEARS' EXPERIENCE wants position as manager farmers or independent elevator. Understand books and side lines. Married; references. Address Box 68, Dalton, Minn.

A man who has enough push to advertise his services in a high class trade journal is the kind you want. Look 'em over. You will find a competent manager, a reliable grain buyer or a qualified and efficient traveling solicitor.

POSITION WANTED as manager and book-keeper Line house or Farmers elevator. Twelve years' experience handling grain, flour, feeds and coal. 38 years old. Married. Best of references. Address 50C22 Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MAN wants good, responsible position in good thriving country elevator or with good Commission Co., preferably in Ind., Ill. or Ohio. High school training, experience as book-keeper and manager with several good grain firms. 29 years old. All references. Address 49Z21 Grain Dealers Journal, Chicago.

THOROUGHLY EXPERIENCED man wants position with good solid firm in any good exchange. Can superintend country elevators, buy and sell on grain exchange for terminal elevator, sell and solicit consigned grain in terminal, lumber experience, etc. At present employed. All references. Middle aged and full of work. Address 50D9, Grain Dealers Journal, Chicago.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

DYNAMOS—MOTORS.

MOTORS AND GENERATORS.

Large stock of new and second hand electric motors and generators at attractive prices. Used machines thoroughly rebuilt and backed by a positive guarantee.

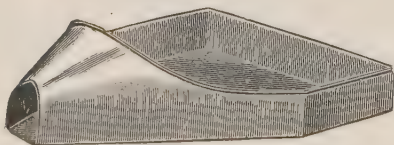
V. M. NUSSBAUM & COMPANY,
Fort Wayne, Ind.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

FOR SALE.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred. f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

GRAIN SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size, 1½x9x11", \$1.80. Grain Size, 2½x12x16½", \$2.15.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.

Helpful Books FOR Carlot Grain Handlers

Davis Interest Tables: Show interest on any amount of money, at any rate of interest for any number of days, without any figuring. The most complete set of tables published for figuring interest. Price \$1.50.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Baugh's Grain Export Calculation Tables is a new book published to overcome the inadequacy of existing tables in these days of wide fluctuations in commodity prices and exchange rates. Book is arranged by commodities, wheat, corn, oats, rye, barley, peas and oil cake, each section covering all the countries involved. Book is well printed on ledger paper, having 104 pages, bound in flexible leather. Price \$15.00.

Triplicating Confirmation Blanks will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of carbon, size 5½x8 inches, 90 cents. Order Form No. 6CB.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Clark's Decimal Wheat Values: These tables are the same as described above, with the exception that they cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvass. Order Form 33X. Price \$2.00.

Improved Railroad Claim Blanks require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and expedite your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

Form B—Loss in Market Value Due to Delay in transit.

Form C—Loss in Quality Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in books, each containing 100 originals and 100 duplicates, with two-page index, instructions and summary showing which claims have not been paid, and four sheets of carbon. The original is sent to the claim agent, and carbon copy remains in the book, as a record of claim to be followed up.

The five forms are well bound in three books: 411-A contains 100 sets all Form A. Price \$2.00.

411-E contains 100 sets all Form E. Price \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00. Weight 2 lbs. 1 oz.

Clark's Fractional Values: This table is on heavy cardboard. Size 9½x11 inches, showing the value of any quantity from 1 to 50,000 bushels, at ¼, ⅓, ½, ⅔, ¾ and 1 cents. The amount of bushels is shown in red and the value in black. They are the most conveniently arranged tables for showing fractional values of bushels. Price 25 cents.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So LaSalle St., Chicago, Ill.

MACHINES FOR SALE.

MACHINERY for a 40 bbl. mill. Sell cheap. W. D. Willerton, St. Clairville, Ohio

FOR SALE—Invincible receiving separator, No. 4, two sieves, cap. fine screen 300 bus., medium screen 500 bu. automatic feed control. Carr Mfg. Co., Hamilton, Ohio.

WESTERN MILL SHELLER for sale with 6 ft. sacking elevator. Cap. 60 bu. per hour. Never used. \$120 takes both. Scott Milling Company, Knobel, Ark.

FOR SALE.

One No. 24 Western Sheller.

Good condition.

GUILD GRAIN CO.,
Fairland, Ind.

FIBER CLAD WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. We have at all times a large list of used mch. Write or wire us for description and prices. Standard Mill Supply Co., Kansas City, Mo.

CLEANER FOR SALE—Invincible Dustless double receiving separator No. 4. This machine has been scarcely used at all. The serial number of the cleaner is No. 17181. It was made by the Invincible Grain Cleaner Co., Silver Creek, N. Y. If you are in need of a cleaner, let us hear from you. We will sell you a bargain. We are making changes in our elevator which leave no room for the cleaner. Hooker Elevator Company, Hooker, Okla.

REAL BARGAINS.

Prompt Attention. Quick Shipments

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St. Chicago, Ill

STEAM ENGINES. BOILERS.

HAMILTON CORLISS engine, girder frame, 12x36 flywheel, diameter 9 ft. 18" face, 1 post idler with 18" face pulley. In good condition. Ready for shipment latter part April or beginning of May. Slater Mill & Elvtr. Co., Slater, Mo.

BARGAIN FOR QUICK SALE.

One 65 h. p. Centre Crank steam engine with 80 h. p. high pressure boiler (new). Also double cylinder Snow Pump and all pipe connections. In first class condition. Address Farmers Union Co-op. Ass'n, Maple Hill, Kansas.

GRAIN WANTED.

WANTED—Buckwheat grain. Ansted & Burk Company, Springfield, Ohio.

GRAIN FOR SALE.

CORN AND OATS shipped to all Eastern and Southeastern points. Write or wire. Bear and Grussing, St. Joseph, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BARGAIN SALE ON SHELF-WORN BOOKS.

The Miller's Ready Reckoner, compiled by D. J. Hayes. This book shows at a glance the cost of flour per barrel in equivalent price in 100 kilos or 280 lbs. at any price of wheat from 40-1.00c and any yield from 4 bu. and 18 lbs. to 5 bus. Price for "bargain" copy, 75c prepaid.

One No. 4—Storage Receipts, for keeping record of grain stored for farmers. Contains 47 receipts and 47 stubs. Prevent misunderstandings, avoid disputes, law suits and losses by using receipts. Get this book; it's a bargain. Hurry! Sale price, 35c. Include postage to your postoffice. Order "No. 4 Special."

One Decimal Grain Value Book for converting pounds into dollars and cents for any quantity of grain from 10 to 100,000 pounds at any given market price. Table includes oats from 10c to 79c per bushel; corn, rye and flaxseed 10c to \$1.09 per bushel; wheat, clover and peas, 30c to \$1.59 per bushel; and barley and buckwheat 20c to \$1.49 per bu. This copy is damaged from use as a sample, so will sell for \$2.00 plus carriage charges. Regular price \$5.00. Order No. 36 "special."

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Wm. G. Scarlett & Co., wholesale seed merchants

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Dickinson Co., The, Albert, seeds.
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CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

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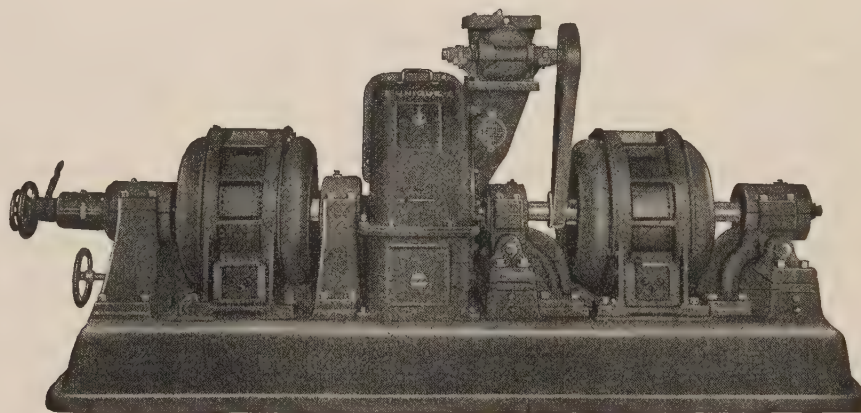
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, FEBRUARY 25, 1923

THE TAX on incomes and excess profits helps to discourage business and enterprise, and strangles industry. A sales tax would cost little to compute, less to collect and would discourage wanton waste and extravagance.

FARMERS will soon have a large list of farmers marketing sales agencies, leagues and Growers, Inc., from which to select the avenue thru which to dispose of their grain. A. C. Townley, of Non-Partisan League fame, evidently thinking he has a few shreds of prestige left, is the latest to organize an "Alliance" to compile crop statistics by precinct units, and to advise farmers what to sow and just when to sell. Other selling agencies have shown such a discrepancy between promise and performance that each new candidate for farmer favor is likely to find the suckers are harder to land than ever.

MERGERS of corporations controlling a large percentage of the trade in their line are forbidden by law, as shown by the steel, glucose and oil decisions, and yesterday's ruling by the Sec'y of Agriculture against a packing house merger. It is significant of the freedom of trade and lack of monopoly in the grain business that the three largest corporations handling grain could be merged into one without controlling so much of the trade as to come under the ban of the law. Under the present system of free and unrestricted trading maintained on the grain exchanges the competition of many small dealers cuts down the margin of profit that big corporations might otherwise exact.

YOU WILL be happy to know that income tax reports will be due and first installment payable March 15th. So long as Congress continues the lavish waste of money the present or a greater schedule of taxes must be maintained. If you wish a reduction write and wire your representatives in Congress.

DID YOU ever know of a concrete elevator being struck by lightning? Are you sure the damage was caused by a stroke of lightning? If so, did the loss amount to enough to justify an appraisal? Some architects of concrete elevators have insisted that all reinforcing should be extended into the air above and into the ground below the main walls of the structure. Their contention is that this would answer every purpose of a lightning rod system and protect the property thoroughly from all lightning. The theory seems perfectly practical and doubtless progressive builders will soon give the plan a tryout. In the meantime if you have had any experience with lightning striking concrete elevators or know of any dealer who has had experience, please let us know of it for the benefit of the trade at large.

KANSAS' Governor's scheme to build elevators in every county is too visionary ever to be put into practice. The principal objection is that instead of building the elevators with the Federal Government's money, which now finds its way into every sink-hole, the Governor proposes each county shall pay for its own elevators with a bond issue. The taxpayers will object. Compared with the present method of farmers financing elevator construction out of their own funds, as they are gladly doing, the Governor's scheme would compulsorily force dairymen, stockmen and urban dwellers to pay for the elevators, which when erected would not be so completely under the control of the grain growers as are the present farmers elevator companies. The farmers who taxed themselves for the county elevator would still have the expense of their own organization.

COLORADO is about to encumber its statute books with legislation to meet passing conditions that will have ceased to exist a few years hence. The law-enforcing officials of that day will be at a loss to understand the letter and spirit of a law such as Senate Bill No. 307, making warehousemen liable in damages if they accept for storage and sale the grain of any farmer who has a contract to market his product thru any co-operative ass'n. Regular grain dealers who already are burdened with watching for landlords' and threshers' liens should let their representatives know how they feel on having thrust upon them the third task of inquiring whether the farmer hauling grain to their elevators is under contract with some farmer's elevator or sales agency pool. The same bill provides that farmers may pool their grain for a ten-year period and lose all liens on grain after delivery to the pool elevator. For breach of a marketing agreement by a tenant the pool is given recourse against the landlord, giving the landlords ample reason to join with the regular dealers in having this bill modified to provide only for the proper organization of co-operative non-profit ass'ns.

THE FEDERAL TRADE COMMISSION has just been delivered another knock-out blow by the courts. The Commission set itself up as an authority on hog breeding. The Commission declared that O. I. C. and Chester White hogs were the same breed and issued a fraud order against a breeder who was advertising his O. I. C. hogs as a distinct breed from the Chester Whites. Now the United States Circuit Court of Appeals holds that in view of the difference of opinion of scientific men and breeders the defendant had a right to advertise his hogs as distinct from the Chester Whites. In law a man is presumed innocent until proved guilty, but the Federal Commission seems to have reversed this, holding every man guilty until he proves his innocence.

UNCLE SAM will store wheat and hold it for \$1.85 a bushel if Congressman Little of Kansas succeeds in securing the enactment of a bill appropriating \$30,000,000 to be used by the Secretary of Agriculture to "maintain a reasonable price to the producer and consumer." The secretary would be authorized to buy wheat at not more than \$1.10 or not less than \$1.00 a bushel and sell it at not less than \$1.85. Inasmuch as the secretary could only buy 30,000,000 bushels of wheat and his stock would be in sight of the consumers all the time they surely would not become panic stricken over the faint prospect of paying the government a profit of over 75c a bushel. However, this crazy idea along with a lot of others will be junked next Sunday morning.

VISITATION AND SEARCH sought to be practiced on Baltimore grain exporters by the Federal Trade Commission are not powers that can be exercised by the government against persons who have not first been charged with violating law. Conducting a grain export business is not yet a violation of law, any more than running a corner grocery or selling shoes. The language of the court denying the Commission the writ of mandamus it sought is so explicit that we should have no more of this unreasonable prying into private documents and business records by this pestiferous Commission. Those who have denounced the Commission's fishing inquiries as unwarranted are glad to have the Court sustain their objections, in the decision published elsewhere in this number of the Journal.

GRAIN RECEIVERS will be gratified to learn that they can sell grain for the account of bankrupt country elevator companies without liability to holders of storage tickets who would follow their grain to the terminal markets. The U. S. District Court of South Dakota recently so held in a decision published in full elsewhere in this number of the Journal. It will be with a feeling of great relief that the commission merchants of the Northwest will abandon the close supervision they have felt called upon to exercise over the financial operations of some of their shaky country shippers. For the small commission earned on the sale of a car of wheat on the Exchange the receiver should not be required to guarantee bonding companies and farmers against loss, especially since it is properly the business of the bonding company and farmers to know what their local company is doing.

KICKING a running belt which appears to be slipping off the edge of the pulley is always attended with considerable danger. One North Dakota man who attempted it early this month was thrown against a side wall with disastrous results. You cannot afford to take chances. The only safe way is to stop the machinery before attempting to place belts in running order.

A CLAIM AGENT of experience in addressing the Tri-State Ass'n, last week emphasized the duty of the country grain shipper to collect every claim against the railroad and thereby protect his business so that he in turn could give his farmer patrons better prices for grain and protection against losses occasioned by blunders or poor service on the part of the grain carrier. No doubt some dealers will wince a little when they come to a full realization of his charge that the shipper who compromises his claim encourages the railroad to reject the claims of others and the more claims compromised the more funds the railroads have to fight all other claims. When all shippers insist upon having everything that is properly due them, the railroads will not be so stubborn with their rejections.

ELEVATOR MEN who own elevators located on railroad right of way will be pleased to know that Minnesota elevator owners have been cautiously reading the ground leases submitted to them for signing and scratching out the objectionable clauses, and with a little persistence have succeeded in obtaining elevator sites at reasonable rentals and without assuming liability for all the accidents and misdeeds of the railroad company owning the ground. Judging from this the willingness of the elevator operators to sign any old lease is directly responsible for elevator men being asked to sign leases making them liable for all accidents and fires occurring in their county and providing for rentals greatly in excess of the value of the ground. It is decidedly encouraging to know that the dealers of the Northwest have successfully refused to accept the burdensome conditions of the ground leases submitted by the railroads. More spunk to them and their kind.

Ask That Discounts Be Fixed by Law.

How would you enjoy having the discounts on your off-grade grain fixed by the Buro of Markets? No live grain dealer should submit to such a governmental interference with business. Yet both houses of the Oregon legislature have adopted a memorial known as Joint Memorial No. 6 earnestly petitioning the Senate and House of Representatives to amend the Federal Grain Standards Act so that the Buro of Markets shall have authority to prescribe discounts or differentials. That is one of the biggest jokes presented to the grain trade this year. The enactment of such a law would deprive buyers and sellers of the right of contract and if enforced would give no more satisfaction to the contracting parties than is obtained under present arrangement.

It is just such fool attempts to regulate business that discourages and strangles all business. How any man who has lived in this country long enough to get elected to a state legislature and still escape the madhouse could

conceive of such a radical law is beyond our comprehension. When men are deprived of the right to make their own contracts they will stop business altogether.

Raising the Standard of Exchange Membership.

So often in the grain business is the failure or financial embarrassment of a firm due to causes beyond its control that failure has come to be considered no crime. In other lines of business failure implies incompetence, inherent vice or even moral turpitude; but in the grain trade a dealer may have conducted his business in the accepted manner and yet be the victim of circumstances or of misplaced confidence in other dealers.

This commonly accepted opinion has made it easy for the reckless, dishonorable and dishonest to resume business after failure; and has operated to a slight extent perhaps to encourage traders in unbusinesslike practices, knowing that if their schemes went wrong they would soon be on their feet again.

Now, however, the Chicago Board of Trade has adopted a rule on insolvencies, and an identical rule is to be voted upon by the members of the St. Louis Merchants Exchange, Feb. 27, as published in the Journal Dec. 25, page 836, prescribing that failures shall be investigated by a special com'te, and that a report by this com'te that a member, firm, or corporation failed thru reckless or unbusinesslike dealing or by conduct inconsistent with just and equitable principles of trade shall warrant suspension or expulsion.

This recognition that conduct inconsistent with just and equitable principles of trade warrants expulsion from membership could well be followed by all other grain exchanges.

Buying Grain Covered by Lien.

Scheming tenants so often impose on established grain dealers it is but natural that the trade should strive to secure the enactment of new laws designed to protect them from the dishonest trickery of the tenants. The records of the courts of nearly every surplus grain state show that the regularly established grain dealers suffer more from tenants who sell them grain covered by liens than any other claims of merchants. Their losses are so heavy and frequent, one would naturally expect that every grain dealer would keep a card index of every farmer in his section and list the tenants on red cards. Of course those tenants who are known to have attempted to swindle the regular grain dealers should be listed on black cards for they have already entered the Hall of Shame.

If each grain buyer knew the name of every tenant then before entering into an agreement for the purchase of tenant's grain he could make specific inquiry as to whether or not the grain was covered by a landlord or other lien. Whenever having any doubt about grain being clear of liens the grain buyer should endorse on face of check "*In full payment for ——— bushels of ——— free from all liens.*" When tenant endorses his check to get his money he also agrees to the statement regarding the lien and thereby furnishes written evidence of his intent to defraud the buyer.

When tenant hesitates to accept the check the grain buyer should immediately make out another check and make it payable jointly to the tenant and landlord, thereby leaving the settlement of lien to the two interested parties and wash his hands of all responsibility for the result.

So many landlords have been members of the state legislatures in years gone by it has been easy for them to obtain legislation favorable to their own interests, and no doubt they will vigorously oppose any legislation designed to relieve the grain dealer of the rent collecting duties which the landlords have striven to force upon him. However, the old laws are unfair to the regular grain buyer and should be changed so as to protect him from the greed of scheming landlords and tricky tenants.

States to Control Side Track and Site Leases.

The Iowa statute regulating rentals to be charged for sites on railroad rights of way thru the agency of the state railroad commission was the pioneer of state control over site rentals; and altho the carriers' denial of state jurisdiction over these rentals has not passed the acid test of the United States Supreme Court, Illinois and Kansas bid fair to be the next to fall into line.

Believing that the Wisconsin Passenger Fare case, decided Feb. 27, 1922, gives the state the requisite authority Col. Frank L. Smith, the able chairman of the Illinois Commerce Commission, has promulgated the following:

General Order No. 108.

1. All leases submitted by common carriers for approval by the Commission shall be accompanied by a sworn statement showing all of the elements that go to make up the rental charge of the property leased. If the rental charge includes any of the following elements, the statement shall show in detail:

(a) The appraised value of the land, tracks, or other facilities leased, stated separately for each, and how such value is determined.

(b) All other charges against the land, tracks, and other facilities, stated separately for each, and how determined.

2. Where rental charge contains any charges for tracks statement should show:

(a) Length of track involved, in feet, and if track is located upon the right of way of common carrier or upon private property length in feet for each.

(b) Whether such track is dedicated by the lease to the special service of lessee.

(c) Whether carrier reserves right of use of track or extension thereof, either for other lessees located or to be located thereon or for the public generally as a service or team track or for the carrier itself for any purpose in the general operation of its road or for any other purposes.

3. A plat or blue print should also be furnished showing the location of the tracks or property leased.

4. Such other information as the lessor believes the Commission should have in order to intelligently perform its statutory functions in relation to the approval of leases.

Adopted by the Commission, effective Feb. 15, 1923.

The foregoing order will place the Commission in possession of all information bearing on the rental, to the end that exorbitant charges can be cut down.

At the meeting of the Farmers Grain Dealers Ass'n of Kansas at Hutchinson, Feb. 23, a resolution was adopted requesting the Kansas State Legislature to copy the Iowa statute regulating rentals for sites on the right of way; and E. J. Smiley, who was instrumental in having the resolution adopted, is endeavoring to line up the Kansas Grain Dealers Ass'n solidly in support of the proposed law.

Those grain dealers whose elevators are on their own land should join in this movement to help the considerable number having their buildings on railroad ground.

Proposed Tax on Future Trading.

A number of state legislatures, as well as the Manitoba legislature, have now under consideration bills providing for a tax on all trades in grain for future delivery. If such bills are enacted into law and enforced the speculators will be driven out of the grain markets and the producers will be limited in the sale of their grain to millers and feeders. Inasmuch as these two classes of buyers are always anxious to get cheap raw material they will not be disposed to overbid the market, and will buy only as they have need of the raw products.

It would seem that some grain producers should be far sighted enough to appreciate that the bold speculator who is always buying and holding for a rise is a great blessing to producers. He helps to keep the price of their products up and instead of placing a tax on his operations the logical thing for the farmers to do is to insist that all his taxes be rebated so that he will be encouraged to operate more vigorously and to the benefit of all grain producers.

The average speculator seldom thinks of selling any commodity. He buys it only when he thinks it is cheap and holds it for a rise. To tax these operators will exert a depressing influence on the grain markets and surely effect no benefit to the grain producers of any section.

Impractical Legislation Proposed.

So long as the people persist in sending inexperienced, impractical dreamers to Congress we must expect to be inflicted with a flood of bills outlining all kinds of wild schemes for promoting the impractical theories of the so-called law makers. One of the most ridiculous proposals made recently to stabilize the price of wheat is found in a bill submitted by Senator F. R. Gooding of Idaho and endorsed by the Agricultural Com'te.

It provides for an appropriation of \$300,000,000 as working capital for purchasing and storing wheat at \$1.75 a bushel when it became necessary for the government to enter the market in order to keep the price above that figure. Inasmuch as the price of our own wheat is fixed by the export value of our surplus, the quantity of wheat available for export from other wheat growing countries would wield a potent influence on the value of our wheat in the European market.

If the government is anxious to help the farmer to higher prices it should induce him to hide his surplus crop on his farm or else produce something of which the world has not so large a surplus. An annual tax of 10 or 15c a bushel on each bushel of wheat produced in excess of home needs would do more to boost the price of wheat than an appropriation of \$300,000,000. With such a tax in force every farmer would hide his surplus and market it so slowly that prices would be maintained at a high figure.

While Mr. Gooding's bill has little chance of being enacted into law this year it may absorb a lot of attention from the radicals who assemble in Washington next December. The nation needs nothing so much as a prolonged relief from radical legislation.

Government Has Not Power to Pry Into Private Business

The Federal Trade Commission petitioned the U. S. District Court for an order compelling the Baltimore Grain Co., H. C. Jones Co. and Hammond-Snyder Co., all of Baltimore, Md., to permit its agents to examine, inspect, and copy respondents' books of account, records, documents, correspondence and paper writings relating to or bearing upon their business in interstate commerce, and all letters and telegrams passing between the respondents and the latter's jobber customers throughout the United States, during the calendar year 1921.

The Court, in deciding against the Commission, said:

The precise question here to be decided is whether the statute confers upon the commission the right to inspect and copy the papers of any private corporation engaged in interstate or foreign commerce, whenever, in the judgment of the commission, such inspection may furnish information of value to an inquiry it is making as to some economic or commercial problem, and when it has no reason to believe that any violation of law has been committed. There can be no question of the timeliness of an investigation into the causes of the marked difference between the prices received by the grain grower and those paid by the ultimate consumer. Many of the farmers have long been convinced that in some way they were victimized by the railroads and the middlemen. The feeling of resentment has become so strong among them that, in some of the wheat-growing states, it has forced a realignment of political parties and has resulted in the demand for many laws, and the enactment of a number of them, as to the wisdom of which there is still grave difference of opinion.

The problems involved are of unusual perplexity. The causes of the evils most complained of are still obscure to many. Congress and the people need all the light they can get. The more thorough the inquiry, the more valuable its results should be, provided the investigators do not gather so much material that they will be unable to see the woods for the trees. That is one side of the question. There is another.

The respondents in these cases are private corporations, by which various individuals more conveniently carry on that trade of corn merchants which antedates the beginning of recorded history. They have and exercise no franchises other than that of being corporations. They are not engaged in rendering public service, except in the sense that such service is rendered by every one who follows any useful calling. To them the demand that they shall be compelled to let strangers, officials though they be, go through, not only their books of account, but their correspondence files as well, seems outrageous. In their belief, the gain to the public from anything which such an inquiry can probably or possibly reveal, seems slight as compared with the annoyance and sense of wrong it will cause them. If they are right, the search and seizure asked for would be unreasonable and therefore forbidden. The prohibition of unreasonable and the sanction of reasonable search and seizure is simply a practical compromise between two conflicting rights.

For upwards of a century and a half there has been no doubt that general warrants are forbidden. No official can be given authority to rummage through the papers of an individual without the latter's consent, in the hope that something or other may be discovered useful for some public purpose.

A corporation's rights as against the sovereign which created it, or permits it to do business within its borders, are not, it is true, the same as those of a natural person. It is the creature of the state. He is not. The state may exclude it, while he may freely come in. As a condition of obtaining a charter or, under some circumstances, of retaining it, or doing business under it, it is probable the state might reserve a right to an unlimited inspection of all a corporation's books and papers. But that question is not here presented. As was said in *Silverthorne Lumber Co. v. United States*, 251 U. S. at page 392, 40 Sup. Ct. at page 183, 64 L. Ed. 319:

"The rights of a corporation against unlawful search and seizure are to be protected, even if the same result might have been achieved in a lawful way."

It is not necessary for the purposes of the instant case to inquire whether the United States may exercise, over a corporation engaged in interstate or foreign commerce, all the powers which are possessed by the state which char-

tered it. Even if it may, the wording of the statute, broad and general as in some respects it is, does not suggest that Congress intended to strike down, as respects private corporations engaged in interstate Commerce, all the limitations which for 150 years or more had protected private papers from searches under general warrants. Nor is there anything in the legislative history of the act to suggest that the legislators supposed that they were taking so radical a step, or that they were raising a constitutional question of serious and far-reaching character. Unquestionably some of them wanted to authorize the compulsory examination of the papers of a corporation, although no complaint of a specific violation of law was pending against it, or was in contemplation. Very possibly that much could be done, some of the things which were said in *Harriman v. Interstate Commerce Commission*, supra, to the contrary notwithstanding. *Smith v. Interstate Commerce Commission*, 245 U. S. 44, 38 Sup. Ct. 30, 62 L. Ed. 135. But so far as concerns non-public service corporations, at least, the inquiry in which the commission is engaged, whatever it is, must be more or less definite and restricted in its character, so that the activities of its minor agents, to whom in practice the actual searching must necessarily be confided, can be kept within some bounds. Very possibly, to sustain any right of inspection and searching, it must also appear that there is some reasonable proportion between the public value of the information likely to be obtained and the private annoyance and irritation it will occasion.

Beyond the Power of Congress.—With these general principles in mind, it will be noted that the act gives the commission power "to investigate the organization, business, conduct, practices and management of any corporation engaged in interstate or foreign commerce and its relation to other corporations, and to individuals, associations and partnerships," and that the right of access to papers and books is limited to those of a corporation being investigated or proceeded against. That much of a restriction the statute itself imposes. Whether it may, to that extent, authorize the examination of a private corporation's papers, need not be here considered. These corporations are not being "proceeded against." Are they, in the sense of the statute, being "investigated"? The investigation which the commission has in hand, and for which it is here seeking information, is, strictly speaking, not of them, or of the scores or perhaps hundreds of other corporations whose papers it wishes to inspect, but of the conditions affecting one of the most important branches of our national trade.

To make such an investigation scientifically complete it may well be desirable to find out precisely how, not only the corporations engaged in it conduct their business, but to obtain the same fullness of information concerning the individuals or firms concerned in it; but the portions of the statute with which we are now dealing give no authority to inspect papers of any natural persons. Is there not a fair presumption that the investigation mentioned in the statute was one of another character than the one now being carried on, and that it was to be an inquiry into the way the particular corporation itself conducted its business, having as its substantial object the ascertainment of facts concerning that corporation, and as its ultimate end the possibility that in some way such corporate body might be required to mend its ways?

If that be not the true construction of the act, and if it really means that, whenever the commission thinks best to make an inquiry into the way in which some great department of commerce is carried on, it may send its employees into the office of every private corporation which does an interstate business in that line, and empower them to go through the company's books, correspondence, and other papers, I am satisfied it goes beyond any power which Congress can confer, in this way, at least.

It follows that the petitions for writs of mandamus must be denied.—284 Fed. Rep. 886.

THE AGRICULTURAL appropriation bill for \$69,500,000 was passed by the House Feb. 17 and now goes to the President for his signature. The usual appropriation of \$360,000 for free seeds was not included.

THE AVERAGE cost per bushel of corn on farms in Champaign and Piatt counties of Illinois was 34 cents for 1921, according to the department of farm organization and management of the University of Illinois. That figure indicates that the cost for 1922 will be about 27 cents per bushel.

Real pleasure is gained through earnest toil; distressing, discontent and unrest through idleness and self-indulgence. If anxious to lead a happy life, fall in love with your work and strive honestly to attain an efficiency of which you and those you serve will be proud. I speak from a bitter experience.—Indolent Ike.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Sec'y of Feed Manufacturers.

Grain Dealers Journal: Will the Journal please advise us the name and address of the sec'y of the American Feed Manufacturers Ass'n?—The Xenia Grain Co., Xenia, O.

Ans.: The sec'y of the American Feed Manufacturers Ass'n is L. F. Brown, Monadnock Block, Chicago, Ill.

Country Banks Declining to Make Loans?

Grain Dealers Journal: When our local bank gets an allotment of money from the Federal Reserve Bank and declined to loan us the funds so obtained what redress have we?—P. J. Doyle.

Ans.: Banks do not get allotments to be subsequently loaned, but first put up collateral security. As the local bank pays a good rate for the funds and must guarantee all notes; when new applications for loans are made the new applicants will have to make their security good enough to be acceptable as to maturity and character to the bank.

How to Recover for Grain Door Lumber.

Grain Dealers Journal: Can the Journal give me any light on how to recover money spent to furnish grain doors for grain cars?—C. E. Dalrymple, Lewistown, O.

Ans.: To recover the outlay certain steps should be taken before providing the lumber, as outlined by Attorney Owen L. Coon, in the following:

If you are compelled to buy grain door lumber to cooper grain cars when the supply of grain doors at your station is exhausted, you can recover back the money if you go at it just right. Do it like this:

(1) Order a new supply of your local railroad agent well in advance of the old supply being exhausted.

(2) If the new supply does not arrive before the old supply is exhausted, then ask your local railroad agent in WRITING to buy such lumber for you from the local lumber yard. Ask him in writing to keep a copy of the request. You may need it later.

(3) In nine cases out of ten the local agent will not go and buy the lumber for you, but it is necessary that you ask him to do it first anyway. After he refuses or neglects to do it, then you go and buy the lumber you need from the local lumber yard yourself.

(4) Keep an accurate account of the number of feet used on each car in cooping it and the approximate cost of such lumber for each car.

(5) If the railroad agent will allow you to do it, write on the B/L before you tender it to him for his signature, the following: "Shipper furnished _____ feet of lumber for the cooping of this car."

(6) After you have received your new supply of grain doors, then make up the invoice against the railroad, showing the amount of lumber you supplied on each car and the amount it cost you. Attach to this claim against the railroad a copy of the invoice from your local lumber yard, showing the amount you paid and the written request to the railroad agent to buy the lumber for you before you yourself did it. Then send this claim to your division superintendent—not to the freight claim department. Your division superintendent should then handle it as an operating expense. If you do as I have mentioned above and if you keep after him hard enough and often enough—you will get your money back.

In some cases the railroad will send the money to the lumber firm from whom you purchased the lumber and it will be necessary that you have them refund back to you the money which you formerly paid them for the lumber.

This is often done by the railroads to comply with certain rules and regulations of the Interstate Commerce Commission. It, however, is merely a matter of form, as you should be able to get the money back from your local lumber firm or have them turn the railroad voucher over to you.

Waste of Power in Wind Trunking?

Grain Dealers Journal: An unusual amount of power seems to be required to operate the No. 3 Invincible Grain Cleaner installed in our elevator. We would like to know if reversing the position of the cleaner to get a direct discharge to the outside would reduce the power. The machine uses approximately 6 horse power. The dust outlets are 10x15 ins., in 12-ft. sections, of which there are two, with three right angle bends that are curved.—Peter Dek, Platte, S. D.

Ans.: A machine of that size and style should use only 2 to 3 horse power. The power probably is being lost in the wind trunking. Each right angle bend should be as large as the circle of the fan. The two outlets from the machine should not feed directly into the trunk, but each should have a short pipe, both brought together in V shape.

Turning the machine around in reverse position so that the blower end would be near the outer wall would be a big improvement.

If the piping does not come up to the specifications in the foregoing it may be advisable to correct the faults in the wind trunk before moving the machine around.

THE NEW SOUTH WALES Voluntary Wheat Pool Com'te has formed a limited company to pool wheat this year, and arrangements have been made with the Commonwealth Bank to advance 16 cents per bushel on the crop. The formation of the company was necessary before silos for handling the wheat in bulk could be leased to the pool.

CORN is a supply and demand proposition; there are moderate stocks now and offerings have been quite large considering the general feeding demand. Feeding has been abnormal on the smallest crop in three years. While a portion of the advance has been brot about in anticipation of what the Government report of Mar. 1 will show, we believe that underlying conditions in this cereal warrant purchases on any slight reaction.—C. A. King & Co.

J. J. Stream Meets Farm Leaders.

At Chicago recently J. J. Stream entertained personally at dinner fourteen of the leaders in the farmers co-operative elevator movement.

While this conference was unofficial, it enabled Mr. Stream to have a heart to heart talk with the representatives of the farmers, and to gain a first-hand knowledge of their desires with regard to the administration of Board of Trade affairs, which Mr. Stream recently was elected to direct.

Mr. Stream called their attention to the attacks made on the Board of Trade in state and national legislatures and asked just what the farmers had against the grain exchanges. Why this antagonism? His guests explained; and Mr. Stream from his fund of experience, dating from the time he was a line house operator, pointed out that conditions were different at that time. He asked: Who could blame Counselman & Co. for protecting their then large investment in country elevators against the mutual farmers elevators who declared their purpose of monopolizing all the grain by enacting a penalty clause in their by-laws?

Without the continuous futures market maintained by scalpers who evened up their trades every night Mr. Stream explained that there might be no market for corn bought overnight and that a terminal market buyer might have to wait all day for a miller or exporter to make an offer.

It developed in the talk that the opposition to the grain exchanges was based on misunderstanding; and the farmer representatives present declared they had been given their first and only comprehensive explanation of grain exchange activities.

Enlarged Wabash Elevator at Kansas City.

As one of the leading East and West trunk lines touching the Great Lakes at Buffalo, Toledo and Chicago the Wabash Railroad in 1913 found it necessary to erect an elevator at its Southwestern terminus, Kansas City. This proved so successful that an enlargement was made in 1916; and a third section, doubling the storage capacity, has just been completed, the storage annex of the plant being shown on the outside front cover page of this number.

The elevator is situated at North Kansas City, north of the river, is 40 feet wide and about 500 feet long, the tanks being 80 feet high, giving with the working house a total capacity of 1,000,000 bus.

The original plant as well as the additions were designed by Mr. Ahlskog of the Folwell-Ahlskog Co., which has just completed the construction of the enlarged elevator.

The part just completed consists of 33 tanks in three rows with 20 interstice bins, surmounted by a concrete cupola, covered with composition tar and gravel roofing. The outer two rows of bins are 15 ft., 6 ins. in diameter and the middle row 12 ft., 6 ins. Over the middle row of tanks runs a 30-in. belt conveyor, covering a distance of 193 feet and reaching the old house, the total length of belt being 815 feet.

Practically no changes were necessary in the working house. One car spout was put in, making three. One of the old legs was equipped with electric power, and the entire house is being electrified, it being possible at present to run the plant either with steam or electric power. The machinery was supplied by the Weller Mfg. Co. The house is now operated by the Nye & Jenks Grain Co.

A BILL exempting from the provisions of the U. S. Grain Standards Act all grain prior to delivery to a carrier for interstate transportation has been introduced as H. R. 14167 by Representative Sinclair of North Dakota.

FARMERS in the Northwest who borrowed money from the Government to purchase seed wheat and who have repaid their loans, will be reimbursed in all cases where the seed purchased failed to produce more than five bushels per acre. A bill to this effect passed the House of Representatives at Washington recently and affects farmers in Oklahoma, Kansas, New Mexico, Texas, North and South Dakotas, Montana, Washington, Oregon and Idaho.

Indiana Farmer Dealers Hold Convention.

The Farmers Grain Dealers Ass'n of Indiana held its annual meeting at Marion, Ind., Feb. 22 and 23.

A special session for the managers' club was well attended on Thursday and a resolution favoring the union of the purchasing agencies of the Indiana Farmer Elevator Managers' Ass'n and the Indiana Federation of Farmers was adopted.

At the closing session of the Farmers Grain Dealers Ass'n a resolution urging more activity in business was passed favorably and another resolution asking the early completion of the St. Lawrence deep waterway project was also adopted.

Officers elected for the ensuing year were M. P. Holl of Francesville, pres.; C. E. Barracks of Frankton, 1st vice-pres.; Charles Adamson of Goodland, 2nd vice-pres.; and W. E. Wilson of Sheridan, treas. Directors elected for three years were C. M. Record of Medaryville, H. E. Wilson of Sheridan, F. M. Orr of Boswell, for two years, O. A. Pulley, Warren, W. H. Hagen, Chalmers, Geo. Himelick, Upland. Directors elected for one year were James Mauck, Honey Creek, William Stephenson, Cammack, and Frank Tippey of Marion.

The meeting will be held at Lafayette, Ind., next year.—C.

Commission Merchants Not Liable for Stored Grain Sold

A country elevator company in South Dakota defaulted on its storage tickets issued to farmers, and the bonding company, to the extent of its bond of \$8,000, made good the loss to the farmers, and then resorted to a suit against the grain receiver of Minneapolis, Minn., who had sold the grain for the account of the defaulting company to recover its loss on the bond; but the U. S. District Court of South Dakota on Nov. 10, 1922, decided that the commission merchant was not liable.

Judge Elliott of the District Court in his decision against Charles L. Nicholson, plaintiff, and in favor of the H. Poehler Co., defendant, said:

The provisions of the statutes of this state, and especially of sections 9751, 9753, 9754, 9758, and 9760, define the rights, duties, and obligations of warehousemen. I can find no basis in the decisions of this state or the decisions of the state of North Dakota construing similar provisions, for a construction of the rights and obligations of warehousemen, that justify the contention of the plaintiff in this case. In the light of the decision of the Supreme Court of this state in *Street v. Farmers Elevator Co.*, 33 S. D. 601, 146 N. W. 1077, and *National Bank v. Elkins*, 37 S. D. 479, 159 N. W. 60, it cannot consistently be urged that one who holds a storage ticket is entitled to the restoration of the identical grain stored by him. In the former case the right to "market" the grain so deposited is recognized. Nor can it be seriously contended under the provision of this law, that the grain stored can be demanded at the elevator where it was stored. The North Dakota Supreme Court has said plainly that the provisions of this warehouse law recognize the usual and necessary custom of shipping grain out of the warehouse as the business may require, and it might well have added that the section recognizes the condition universally existing throughout the entire Northwest, to-wit, that the elevators issuing storage receipts under these provisions of law are only large enough to accommodate sufficient grain to facilitate shipment of the grain under normal conditions, and that, whenever there is a shortage of cars or an obstruction of transportation, the elevators are blocked, and the marketing of grain necessarily ceases.

The statutes specifically provide that, as between the bailor and bailee, the title to the particular grain remains in the bailor. Only a casual reading of this statute demonstrates that, by the terms of the storage tickets, the person holding such tickets has a right to demand possession of the wheat of the grade deposited in the elevator, and, if the company storing it had it on hand, it would be compelled to turn the same over to him; but, if such storage company had not such grain in its possession, it would then be required to deliver an equal number of bushels of like grade, either there or at the terminal market. I am convinced that the purpose of the provision of the statute requiring a bond is a recognition of the necessity for the transfer of the wheat to a terminal market and the sale by the person storing it. The statute provides a punishment for the warehouseman who fails to comply with his duties as such warehouseman, and by statutory enactment he shall be guilty of larceny; but there is neither default nor guilt until he has failed to deliver the wheat or pay the market price upon demand.

The mere fact of the sale of the wheat, or transfer of the wheat to the terminal market, is nowhere suggested a violation of the rights or duties of the warehouseman. It seems clear to me that the provisions of this law were enacted for the very purpose of permitting the warehouseman to take the grain, sell it, and carry it at a reasonable price for the producer, giving him the benefit of storage, knowing that, under the conditions that exist in this country, there is absolute impossibility of carrying the actual grain in the warehouse; that there are no warehouse facilities anywhere in this country to hold and carry the grain of the producers; that the warehouse facilities as I have stated above, are only sufficient for the ordinary marketing of the grain as it comes in, and not sufficient for that if anything out of the ordinary occurs to burden or hinder transportation.

Commission Merchant Incurred No Liability.—Clearly, if the warehouseman had a right to ship to the terminal market and sell, the defendant commission merchant incurred no liability in making the sale for him. I think this construction is entirely consistent with the provisions of the statute that, as between the parties, title to the particular grain remains in the bailor, as quoted in *State v. Daniels*, 35 N. D.

5, 159 N. W. 17, and *Marshall v. Andrews*, 8 N. D. 364, 79 N. W. 851. I am of the opinion that under these statutes, neither the shipping nor selling of the grain represented by the storage tickets in question constituted a conversion of the grain, and therefore that the defendants receiving and selling the same on commission could not be guilty of conversion thereof.

The warehouseman cannot be held liable for conversion under these statutes until he has failed to comply with his obligation to the owner of the storage receipts by delivering to him an equal quantity of like grain at the elevator where it was stored, at the terminal market, or pay the value of the grain, and the failure is not sufficient because no duty to deliver the grain or pay its value is involved under this statute until there is a demand; at least, no present duty, and his failure to comply with his obligations as a warehouseman at the time of the demand constitutes the wrong, and that wrong is defined in this statute as larceny. This view is supported by the Supreme Court of North Dakota in *First National Bank of Fargo v. Minneapolis & Northern Elevator Co.*, 11 N. D. 280, 91 N. W. 439, where it is said:

"A demand, followed by a refusal, would constitute a conversion."

To the same effect in *St. Anthony & Dakota Elevator Co. v. Dawson & Byfield*, 20 N. D. 23, 126 N. W. 1015, Ann. Cas. 1912B, 1337.

"Under the terms of the storage tickets, Spenset had the right to demand possession of such wheat, and the elevator company would be compelled to turn the same over to him, if in its possession and the same could be done, and if the same was not in its possession, and the identical wheat could not be delivered, it was compelled to deliver to Spenset an equal number of bushels of wheat of like grade. These matters are elementary, and no authorities need be cited in support of them."

In *Marshall v. Andrews et al.*, 8 N. D. 367, 79 N. W. 852, where stored wheat had been destroyed by fire, in an action by the holder of the storage receipts, it was urged that a presumption arose that plaintiff's wheat was thus destroyed by fire. The court said:

"We think this position is unsound, particularly in view of the well-known custom among warehousemen in this state to ship out grain that is received into the warehouse almost as soon as received, in order to make room for other grain that is constantly coming in."

The court thereafter recognizes the liability of the bailee to the bailor, upon the latter demanding the return of the property and making his proof, showing the refusal on the part of the former to comply with the demand, thus making a prima facie case against the bailee.

The Supreme Court of South Dakota in *National Bank of Wheaton, Minn., v. Elkins*, 37 S. D. 486, 159 N. W. 62, uses the following language:

"It is undoubtedly true that under the provisions of the warehouse law (Pol. Code, § 488), where warehouse receipts are given for stored grain, the holder of the receipts may not require the restoration of the identical grain, but only, grain of the same amount, kind and quality."

The reasons justifying this statement of our Supreme Court are found in the provisions of the statute contemplating the shipment of grain to terminal elevators, and the provisions of the statute with reference to what the receipt itself shall contain.

Minnesota Law.—Attention is directed by plaintiff to the law of Minnesota. The Supreme Court of that state in *Hall v. Pillsbury et al.*, 43 Minn. 33, 44 N. W. 673, 7 L. R. A. 529, 19 Am. St. Rep. 209, says that even in that state, under the law as it exists there, that:

"It is true, it may be the practice—probably is—of warehousemen to take out and dispose of grain without reference to the relation that the amount in the warehouse bears to the amount of the outstanding receipts. In other words, it may be their practice to dispose of the depositor's property. When this is done with the consent (such as the statute requires) of the depositors, it is, of course, rightfully done, and in that case a sale by the warehouseman would pass the title."

The statute of Minnesota justifying this statement of the court is quoted in the opinion as follows:

"No person receiving or holding grain in store shall sell, or otherwise dispose of, or deliver out of the storehouse or warehouse where such grain is held or stored, the same, or any part thereof, without the express authority of the owner of such grain and the return of the receipt given for the same, except as herein provided."

And it is further provided by the statute of Minnesota, that, if the warehouseman be also a dealer in grain, his right to dispose, as his own, of grain in the warehouse is limited to

that which belongs to him, and therefore can have no application to the specific provisions of the law of this state, which clearly recognizes the right to transfer the wheat to the terminal market, and "market" the same. Entertaining, as I do, this view of the proper interpretation of the rights of the parties under the statutes of this state, it follows that judgment should be entered for the defendant and against the plaintiff upon all of the issues.

Under the testimony in this case, there can be no question as to the character of the transaction by and through which this plaintiff came into the possession of these storage tickets. He went upon the stand and very frankly stated that he took possession of them because he and others interested in this surety company, that had bonded this defaulting warehouse company, thought that the best way to handle the matter; that is, to handle the default on the part of the bonded warehouseman in the controversy involving these particular receipts. Clearly this bond was given for the benefit of these receipt holders, the default had been made, the grain was not in the warehouse, nor could it be had at the terminal elevator, and they had defaulted upon demand. Thereupon this plaintiff gave his check for \$8,000, the amount of the bond. He states affirmatively that, in the event he cannot recover this amount from the defendant, he expects the bonding company to pay him. It is concededly an attempt to do indirectly that which cannot be done directly. It is an attempt on the part of the president of the company, the plaintiff in this case, interested in its management, to take these certificates in his own name, after default, after the demand has been made upon the defaulting company after the liability of the bonding company has been fixed in so far as the action of the holders of the certificates was concerned by proper demands, and thus protect the bonding company by requiring payment to him by this defendant of the amount of money that he had advanced to the holders of the receipts, for the protection of the bonding company.

The motive of the plaintiff is plainly to protect the bonding company. The interest of the plaintiff in taking the receipts was his interest in the bonding company, and there might be some reason to say that, notwithstanding that interest, he had a right to make the investment; but clearly he had not the right to make the investment with the thought, or upon the theory, and with the intent and purpose that the bonding company was to reimburse him if he failed to recover from the defendant. His act thereby became the act of the bonding company, and his rights as a plaintiff here are no other or different than the bonding company itself, and I think it is conceded by all parties that no recovery could be had if the bonding company itself had made the payment to these receipt holders.

I think it may be said with considerable force that this plaintiff, under the conceded facts in this case, in effect, paid this legal obligation of the bonding company; that there was no liability on the part of the plaintiff to pay it. He was a mere volunteer. The president of this bonding company, the plaintiff here, when he paid the holders of these receipts, had no interest of his own to protect, and such payment was purely voluntary, made for the purpose of protecting the bonding company, and with the expectation of reimbursement from the bonding company, if plaintiff failed to recover from this defendant. He thus assumed the position of the bonding company, and his rights are limited to those of the bonding company itself, if it had made the payment direct.

You may draw and forward judgment of dismissal, giving the plaintiff proper exception.—284 Fed. Rep. 992.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Soo Line No. 23226 was in derailment at Lehr, No. Dak., Feb. 3. Hole was bumped in one side close to end and car was leaking mixed durum. Car was set out, presumably for repairs.—E. Dörheim, Jenner Elevator.

C. & N. W. 104470 was leaking yellow corn from a hole near center of car, when a train stopped at Marsh, Ia., Jan. 30. I boarded the hole so it would leak no more, but more than a bushel had escaped while car stood still.—C. M. Bolon, mgr., Marsh Farmers Elevator Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Springfield, Ill., Feb. 21.—The week was cold, with the temperature below zero in northern counties. The precipitation was light, except near Chicago. The sunshine was ample. There is a snow covering of 2 to 4 inches in the north, but the ground is bare in the central and south and the cold weather has been hard on winter grains. In central counties much of the wheat has turned brown and is probably damaged.—Clarence J. Root, meteorologist.

Springfield, Ill., Feb. 15.—Winter wheat reports from over the state indicate little evidence of damage up to Feb. 15, but some apprehension is felt owing to the recent sharp weather changes with much of the winter wheat area unprotected by snow cover. Some snow has fallen during the past week affording protection in many northern counties, but the central and southern parts of the state are bare. Soil moisture continues rather deficient except in the extreme south. The country movement of corn is more free than during January but offerings are not heavy. Oats are moving in heavier volume than last month. Grass crops are reported to be standing the winter in fair condition. The movement of hay is only moderate. Grass seed is being sown in some central and southern counties.—A. J. Surratt, Agricultural Statistician.

INDIANA.

Evansville, Ind., Feb. 20.—Reports from counties in central and northern Indiana state that the cold weather has damaged winter wheat. Damage was done because wheat fields were soaked by rain just before the cold spell, and no snow covered the ground. In the southern parts wheat is not seriously damaged, although some is under water along the lower Ohio, Wabash and White rivers. If weather is warm after water recedes, the damage will not be serious.—C.

MARYLAND.

Washington, D. C., Feb. 20.—Fall sown grains have suffered some damage from freezing and thawing in the middle west and a number of the southern states. The recent storms have left many fields in western sections ice covered. It is too early to estimate the damage but indications are that it will not prove severe. Snow covers the fields over a large area and will undoubtedly be beneficial.—U. S. Dept. of Agriculture.

NEBRASKA.

Loomis, Neb., Feb. 23.—The wheat crop does not look promising for the coming year on account of no moisture this winter.—C. M. Bloom, mgr., Loomis Farmers Co-op. Co.

Broken Bow, Neb., Feb. 24.—This is an off year in this part of the state on account of the dry weather. We will have about two-thirds of a usual crop.—C. F. Sheppard, agt., Nye-Schneider-Jenks Co.

Amherst, Neb., Feb. 23.—We have had a very poor crop at this place the last season. We are shipping in corn to supply the home demand.—J. O. Buckingham, agt., Gould Land & Cattle Co.

Kenesaw, Neb., Feb. 23.—Our prospects for winter wheat are very slim, but if we have rain we think we have a better chance than last year. There will be a good deal of spring wheat put in, in fact some is in now. We will want rain and lots of it to make the crop. Our subsoil is drained of every bit of moisture as we have had not over three inches of snow all winter and no rain to speak of.—F. Kueck, mgr., Kenesaw Mill & Elevtr. Co.

Lodge Pole, Neb., Feb. 23.—General condition of the growing crop is very poor. No moisture and no wheat showed above the ground after seeding last fall. It would require ideal weather to make an average crop. Some Marquis spring wheat will be planted to offset the reduced acreage last fall. We estimate not over 50% of winter wheat acreage seeded.—A. R. James, Jr., mgr. Farmers Union Co-op. Grain & Stock Ass'n.

Giving of Rebates by Public Elevators.

Railroads handling ex-lake grain at Buffalo included in their tariffs a charge of one-half cent per bushel going to the elevator for the service of elevation, including 5 days' storage, and it was agreed by the elevator operators not to rebate any part to shippers owning the grain. A cut in the rate was made by Spencer Kellogg & Sons, to one-quarter of a cent per bushel, effective Sept. 1, 1921, and Kellogg & Sons notified the railroad company that if the charge of one-half cent was made and allowed to Kellogg & Sons, they would return the surplus to the shipper as an overcharge. Kellogg & Sons took the position that the railroads had no right to determine what the elevators should charge for their services.

The railroad company's tariff called for a payment of one-cent per bushel for elevation, and this was collected with the freight. During September and October the Delaware, Lackawanna & Western Railroad received 153,559 bus. of grain elevated from lake boats by Kellogg & Sons, but refused to pay the \$1,535.59 to Kellogg & Sons, on the ground that it would be guilty of rebating.

Kellogg & Sons brought suit to recover the \$1,535.59 and got judgment, with costs. In affirming this judgment the Supreme Court of New York, Dec. 22, 1922, said:

The rates for elevating grain at such warehouses as the plaintiff's are subject to regulation by statute as a public service. *Munn v. Illinois*, 94 U. S. 113, 24 L. Ed. 77; *People v. Budd*, 117 N. Y. 1, 22 N. E. 670, 682, 5 L. R. A. 559, 15 Am. St. Rep. 460, affirmed 143 U. S. 517, 12 Sup. Ct. 468, 36 L. Ed. 247. In the absence, however, of such statutory regulation, elevator owners may compete freely, and establish such rates for their services as they see fit. Although an elevator is not a common carrier, yet, when elevating service is rendered by a railroad in connection with transportation, such elevating service is by federal statute made part of transportation, so as to be subject to regulation by the Interstate Commerce Commission:

"The long-mooted question as to whether elevation was such a part of transportation as to bring it within the jurisdiction of the Interstate Commerce Commission was answered by the Act of June 29, 1906, 34 Stat. 584, 590, c. 3591, in which Congress declared that 'the term "transportation" shall include * * * all facilities of shipment, * * * irrespective of ownership, * * * and all services in connection with the * * * elevation, and transfer in transit * * * and handling of property transported.' " *Union Pacific R. Co. v. Uptake Grain Co.*, 222 U. S. 215, 32 Sup. Ct. 39, 56 L. Ed. 171.

We may assume, also, that the payment of commissions to a forwarding agent representing the owners of the grain gave to the owners of the grain a special rate, rebate, or drawback, so far as the cost of elevation to the owner of the grain was concerned. *U. S. v. Lehigh Val. R. Co.* (D. C.), 222 Fed. 685.

The plaintiff, in making payments to the

forwarding agents, violated the provisions of the tariff schedule to which it had consented. It did not violate the promise in its letter of May 19, 1916, for the promise contained in the letter, standing alone, was conditional, and after notice which was given ceased to be binding upon it. No contract obligation resting on the correspondence of 1916 was violated by the plaintiff.

It is not necessary to consider whether, by consenting to the filing of the tariff, the plaintiff became amenable to the penalties imposed by the statute upon common carriers for rebating.

The defendant contends that it would itself be guilty of the discrimination resulting from the payment of commissions to the forwarding agents if the defendant paid to the plaintiff the elevating charges out of the freight which the defendant has collected; in other words, that the defendant would indirectly be receiving from the shippers less compensation for services rendered than it received from other persons for a like and contemporaneous service. If the service of elevating the grain had been rendered by the railroad itself, or by an agent for whose acts it was responsible, this would probably be the case. But here we have a situation where this terminal facility was rendered, not by the carrier, but by an independent corporation engaged in a business enterprise which it could carry on without filing rates under the Interstate Commerce Act. Under such circumstances, the elevating service was not rendered by the railroad company within the meaning of the Interstate Commerce Act, or by any agent for which it was responsible, and therefore the violation of the provision of the tariff to the effect that the plaintiff would retain the entire sum received from the railroad would not constitute a violation of the statute on the part of the railroad, even if the railroad paid the plaintiff the elevating charges out of the total transportation charges as specified in the tariff schedule, with notice of the payment by the plaintiff to the forwarding agents. The tariff provides that the elevating company is to receive the elevating charge, and the defendant cannot be criticized for complying with this provision of the tariff, provided, of course, it had not been instrumental in inducing or assisting in the plaintiff's discriminatory acts. *Tracy v. Talmage*, 14 N. Y. 162, 67 Am. Dec. 132; *Mechanics' Ins. Co. of Philadelphia v. Hoover Distilling Co.*, 182 Fed. 590, 594, 105 C. C. A. 128, 31 L. R. A. (N. S.) 873.

While as a whole, the plaintiff's conduct did result in favoritism and inequality, the favoritism and inequality existed solely by reason of the conduct of an independent business, not in and of itself within the scope of the section forbidding rebating. That an easy method will thus be afforded common carriers of evading the provisions of the statute may be a ground for further legislation, but does not affect the general principles applicable to the situation.

The judgment appealed from should be affirmed, with costs. All concur.—197 N. Y. Supp. 380.

RICE DEALERS have completed plans for the first rice future trading market in the United States. At a meeting held in Louisiana Sugar and Rice Exchange, it was decided to inaugurate the market before the next season starts, Aug. 1, at New Orleans.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Feb. 10.	Feb. 13.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.	
Chicago	122 3/4	123 1/4	123 3/4	120	120 1/4	120	120 1/4	120 1/4	119 3/4	117 3/4	117 1/2	
Kansas City	113 3/4	114 3/4	114 3/4	111 3/4	112	112	112 3/4	112 3/4	111 3/4	109 3/4	109 1/2	
St. Louis	121 3/4	122	122 1/4	118 1/4	118 3/4	118 3/4	119 1/4	119	118 3/4	116 3/4	116 1/2	
Minneapolis	122 1/4	123 1/4	123 3/4	120 3/4	121 1/4	121	120 3/4	121	120 3/4	118 3/4	118 1/2	
Duluth (durum)	107 1/4	107 3/4	108 3/4	106 1/4	106 3/4	106 3/4	106 3/4	106 3/4	106 3/4	105	105 1/4	
Winnipeg	115 3/4	116 3/4	117 1/4	115 1/4	115 1/4	116	115 3/4	115 3/4	115 3/4	114 3/4	113 3/4	
Milwaukee	122 3/4	123 3/4	123 3/4	119 3/4	120 1/4	120	120 1/4	120 1/4	119 3/4	117 3/4	117 1/2	
MAY CORN.												
Chicago	75 3/4	76 1/4	75 3/4	75 1/4	75 3/4	75 3/4	75 1/2	75 3/4	75 1/2	74 3/4	74 3/4	
Kansas City	73 3/4	72 3/4	72 3/4	72 3/4	71 3/4	71 3/4	72	72 1/4	72	71 3/4	71 3/4	
St. Louis	76 3/4	76 3/4	76 3/4	75 3/4	75 3/4	75 3/4	75 3/4	75 3/4	75 3/4	74 3/4	74 1/2	
Milwaukee	76 3/4	75 3/4	76 3/4	74 3/4	75	75 3/4	75 3/4	75 3/4	75 3/4	74 3/4	74 1/2	
MAY OATS.												
Chicago	46 1/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	45 3/4	45	44 1/4	
Kansas City	44 3/4	44 3/4	44 3/4	44 3/4	44 3/4	44 3/4	44 3/4	44 3/4	44 3/4	43 3/4	43 3/4	
St. Louis	47 1/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	46	45 1/2	
Minneapolis	40 3/4	40 3/4	41	40 3/4	40 3/4	40 3/4	40 3/4	40 3/4	40 3/4	39 3/4	38 3/4	
Winnipeg	49 3/4	49 3/4	49 3/4	49 3/4	49 3/4	49 3/4	49 3/4	49 3/4	49 3/4	49 1/4	49	
Milwaukee	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	45 3/4	45	44 1/4	
MAY RYE.												
Chicago	89 1/4	89 3/4	89 3/4	87 1/4	88 1/4	88 1/4	88	87 3/4	87 1/4	86 1/4	86 1/4	
Minneapolis	82 3/4	82 3/4	82 3/4	80 3/4	81 1/4	81 1/4	81 1/4	80 3/4	80 1/4	79 3/4	79	
Duluth	85 3/4	86	86 3/4	84	84 3/4	85	84 3/4	84 3/4	83 3/4	82 3/4	82 1/4	
Winnipeg	85 1/4	86 3/4	86 3/4	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4	84	83 3/4	
MAY BARLEY.												
Minneapolis	58	58 1/4	58 1/4	58	58 3/4	58 1/4	58 3/4	58	57 3/4	57 1/4	57 1/4	
Winnipeg	59 3/4	59 3/4	59 3/4	59	59	59 3/4	59 3/4	59 3/4	59 3/4	58 3/4	57 3/4	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Los Angeles, Cal., Feb. 8.—Receipts of grain in cars at this market during January, compared with January, 1922, were: Wheat, 192 cars, against 205 last year; barley, 147 cars, against 110 last year; corn, 136 cars, against 97 last year; oats, 19 cars, against 26 last year.

Evansville, Ind., Feb. 15.—Farmers are not disposed to sell their corn at this time for reason that they look for prices to rise. Some farmers and grain men have the opinion that prices will go to \$1 per bu. before the next corn crop comes in.—C.

Bozeman, Mont., Feb. 12.—A large percentage of the surplus wheat crop has been moving to western markets this year. We look for this western movement to keep up until the end of this crop season. Stocks of wheat on the farm are not heavy and as mills are running nearly full time, the amount shipped out from now on will be limited.—John P. Gary, Gary Hay & Grain Co.

Kaylor, S. D., Feb. 12.—The car situation is acute here.—Kaylor Farmers Elevator Co.

Madison, S. D., Feb. 21.—We have been able to handle only about 30% of the grain this fall on account of car shortage.—Farmers Elevator Co., F. H. McGowan, mgr.

Record Loadings for Week Ended Feb. 10.

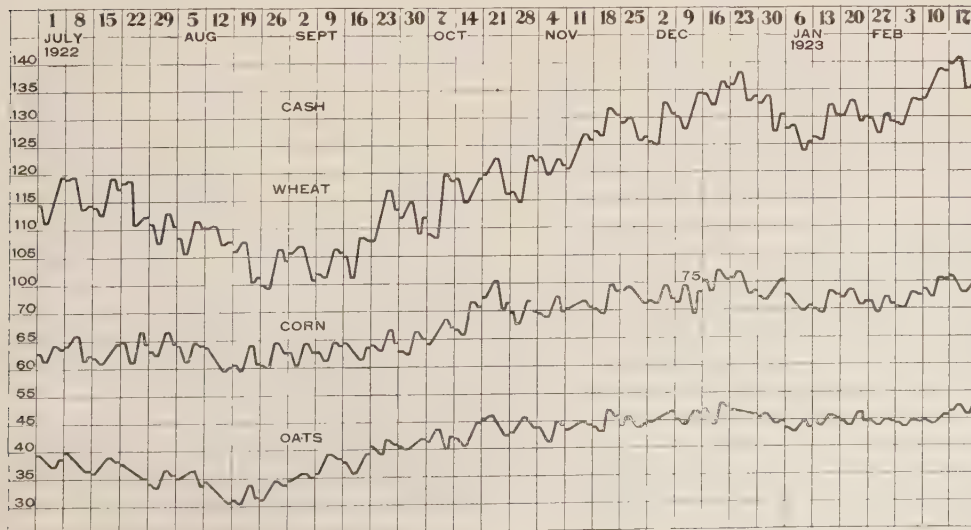
The total of 853,289 cars loaded with revenue freight for the week ended Feb. 10 exceeded any other corresponding week in the records of the car service division of the American Railway Ass'n. The preceding week, however, totaled 865,675 cars, or 12,386 cars more than the week of Feb. 10.

Of the total loaded during the week, 40,939 cars were loaded with grain and grain products. This was a decrease of 797 cars under the preceding week and 13,070 cars less than the corresponding week in 1922. It was an increase of 7,477 cars over the total of the corresponding week in 1921.

THE ANTWERP CO., Comptoir Wegimont, Brussels, Belgium, dealers in grain and wool, failed Feb. 17. Liabilities are given at 14,000,000 francs.

Cash Wheat, Corn and Oats Fluctuations from June 26 to Feb. 17.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Heavy Movement Thru Pennsylvania Railroad Elevators.

A total of 77,850,209 bus., or approximately 47,000 carloads, of grain passed thru the Pennsylvania Railroad Elevators at Philadelphia and Baltimore for shipment abroad during the year. This movement exceeded by 9,220,861 bus., the previous high total, which was reached in 1915, when these elevators handled all altogether 68,629,348 bus. of export grain.

The Girard Point Elevator at Philadelphia broke all of its previous records, 11,150,000 more bus. having been handled last year than in 1919, its best previous year.

The movement thru the Canton Elevator at Baltimore was larger than in any preceding year, except 1915, when unusual requirements of the allied nations resulted in extraordinary foreign grain shipments.

All records were broken last year in the movement of export and domestic grain over the Pennsylvania Railroad from Buffalo, 38,942,856 bus. having been transported.

During January, 10,858,700 bushels were delivered at Philadelphia and Baltimore for shipment abroad. This constitutes the heaviest movement of export grain ever recorded for the Pennsylvania Railroad in a single month, and compares with 6,320,800 bushels handled in January, 1922.

The first shipment of export grain ever made over the Pennsylvania Railroad via Norfolk, Va., was recently completed. It consisted of 230,000 bushels, moving from Buffalo via Harrisburg, Pa., Perryville, Md., and Cape Charles, Va., thence by car ferry to Norfolk, where it was delivered to the new municipal elevator.

A LARGE concrete grain elevator is to be completed at Leghorn, Italy, before next April. The capacity will be 440,000 bus. and the plant will be modern in every way. Unloading from ships will be done at the rate of 3,600 bus. per hour. Plans have been made for the addition of another unit to double the capacity of the elevator. Imports of wheat for manufacturing macaroni amounted to 93,541 tons during 1921, and imports of rice for the same period amounted to 4,463 tons.

GERMANY'S production of bread grains dropped 26 per cent in 1922, compared with 1921 production, and decreased 46 per cent, compared with 1913, reports the U. S. Dept. of Agriculture. The total area under cultivation in 1922 was 71,000 acres less than in 1921, and 3,076,000 less than 1913. The yields per acre are also smaller for the past year. Wheat production for 1922 was 71,933,000 bus., compared with 107,798,000 in 1921; rye was 206,049,000 bus., compared with 267,648,000 bus. in 1921, and other grains, including summer barley, oats and winter spelt, dropped 20 per cent, compared with 1921, and 39 per cent, compared with 1913.

Priority of Liens on Stock in Grain Company.

Harve Powers, one of the original incorporators of the Iowa-Missouri Grain Co., Mt. Ayr, Ia., and employed by the company until Jan. 1, 1921, owned 20 shares of stock which on May 19, 1920, he turned over to the Bank of Gentry, Mo., as collateral on a note for \$2,705, that had resulted from renewals of a note for \$2,000 given the bank in 1903.

Powers also gave a note to the grain company for \$1,345.66 July 18, 1919, and on Aug. 11, 1921, the grain company brought suit on the note and prayed for foreclosure of its lien on the stock given by the by-laws against all members. The bank intervened, alleging that the by-laws had not been posted as required by the state law and it had therefore no knowledge of the lien conferred by the by-laws.

The Supreme Court of Iowa in a decision given Jan. 16 decided in favor of the bank, as the fact was the by-laws had never been hung up for inspection, but were contained in a book kept lying around the desks in the grain office.—191 N. W. Rep. 363.

Coming Conventions.

Feb. 28. Michigan Hay & Grain Ass'n. Lansing, Mich.

March 20, 21 and 22. Farmers Grain Dealers Ass'n of North Dakota, at Minot.

May 15, 16. Illinois Grain Dealers Ass'n at Chicago, Ill.

May 16-17. Kansas Grain Dealers Ass'n at Topeka, Kan.

June 8, 9. American Feed Manufacturers' Ass'n at St. Louis, Mo.

June 27-29. American Seed Trade Ass'n at Atlantic City, N. J.

July 24, 25, 26. National Hay Ass'n, West Baden, Ind.

Oct. 1, 2 and 3. Grain Dealers National Ass'n, at Des Moines, Iowa.

CAPPER of Tincher bill fame has introduced a bill encroaching on the rights of the states by providing that Congress may legislate on marriage and divorce, subject to a constitutional amendment. As the honorable senator's mind in the course of time becomes more completely attuned to the inspiration he gathers from the bolsheviks we may expect him to advocate the Russian Soviet idea that all children must be taken from their parents and fed and cared for by the government.

A. H. VESTAL, chairman of House Com'te on Coinage, Weights and Measures, and author of the Decimal Weight Bill, H. R. 7103, wired us Feb. 6 that the bill passed the House of Representatives Feb. 5. The activities of our members in writing their Representative in Congress no doubt aided in securing this action. The bill now goes to the Senate. It will be referred to the Senate Com'te on Agriculture and Forestry, Senator Geo. W. Norris, chairman. We believe there is a good chance to have this bill passed if millers will concentrate their energies upon the U. S. Senators from their respective states.—A. P. Husband, sec'y, Millers' National Federation.

Books Received

THE YEAR BOOK of Missouri Agriculture for 1922 is a hand book of farming and the final concluding of the records of 1921. Details of farmers' week are given and valuable farm statistics. Other practical information relating to agriculture and allied industries is also given. The 54th annual report contains 476 pages, bound in cloth, and issued by Jewel Mayes, sec'y of the State Board of Agriculture, Jefferson City, Mo.

Tri-State Grain Dealers Hold Interesting Meeting at Minneapolis

The fifth annual meeting of the Tri-State Country Grain Shippers Ass'n was held in Minneapolis, Feb. 15 and 16, despite the blizzard and slow train service. While the attendance the first day was light, all seats were filled the second day.

President Nils R. Tacklind called the convention to order at 2:50 in the Colonial Room of the West Hotel and announced that storm bound trains would prevent many members in Northern Minnesota and North Dakota from reaching the city. From the President's Annual Address we take the following:

President's Address.

The Tri-State Country Grain Shippers Ass'n is a grain organization that in this northwest is a necessity. The line elevator companies which have their offices in Minneapolis have no need of this organization. It appears as we find them, difficult to get interested in our welfare, but I cannot but note that the Grainmen's Union is doing nicely with their agents, so that possibly it would not be a deterrent suggestion if they would encourage the country and their business; inviting and suggesting to their agents and see if an organization like ours may not prove a success of value to their business that is usually, of late years, censured.

The Farmer's Co-operative Elevators need this organization to the extent of their managers and to their boards of directors. An institution of grain marketing that has had such wonderful success and now is slowly being pushed and wafted around by doubtful possibilities. It is not always the problem of loyalty and patronage to your elevator that means the success of your Farmers Elevator for these things have been incessantly dinned and drilled into those that have attended their conventions for these many years and at that the co-operative elevator of today is lacking in the success it deserves in the volume of business it is doing, the invested capital and the competition it has established.

The Farmers Grain Dealers Ass'n in the several states, who in their conventions assembled, have spoken and brought forth the results of their conventions and in no way or no how have they treated the business end of their organization, the seriousness of their enterprise that their capital and effort deserves, and so we invite them and the line elevators to join us with a greater co-operative unit of efficiency in the education of the agents and managers, in the better understanding of what the several grain activities deserve.

I would seriously invite the Grain Commission Merchants into closer affiliation with this organization. The law of supply and demand is getting a serious jolt these days in the layman's mind of the country handlers of grain when applying the needs of this option market, which I infer every board of trade, chamber of commerce, Julius Barnes and others are interested in continuing and in their viewpoint as a market necessity to our several grain marketing states. The fetish of the Government subsidized market is viewed with holy horror, but its need is becoming more and more apparent to the country banker, merchant and business man. There is not, that can be discovered, any apparent elimination of this possibility, and the great organization, the Grain Dealers National Ass'n, in its efforts of educational propaganda, has not squashed the hope of a stabilized market on grain and so it seems in this day and time, where the government is placing itself as the great exponent of the Fatherhood of Business that the independent dealer of grain, in his way and means, experiences and possibilities, has to become the dominant factor in a greater and more enlightened viewpoint of the several economic and distributing agencies that the country is recognizing more and more and "in every way and every day."

We, as a people, should get back to fundamental principles. Our schools know but little of fundamentals, such as spelling, writing and mastery of our American language. Our children, and older people as well, read the daily papers on the sensational pages, and stories of crime, scandal and frivolous doings which are forgotten in an hour, but the next day another hour is wasted in the same way. Moving pictures and entertainments and not enough history and solid things worth while to strengthen the will and brain power. It is this way of least resistance that our life is trending. In business and political affairs the same enervation is taking place.

Let us discard the many influences that are continually brought to us for the purpose of

undermining personal initiative that has been so great in the advance and progress of our business life. Instead, bureaus, commissions and departments to foster and abet our activities, let us be permitted to use latent forces that are potent in our Americanism and that has made us the power in all activities that breathe progress.

No greater charm is rampant today than that prevailing to even and always restrict and supervise each and every activity in business life. We are being nursed and petted as infant industries, when as a matter of fact we ask only for the opportunities that will allow the individual to make our country great in the economic and industrial world.

We have been experimenting with government for thousands of years; mankind has struggled with several governments, during which period history tells us the pendulum was swinging back and forth from one extreme to the other, from the mob to the monarch; from monarchy to democracy; from democracy to demagogue; from feudalism to communism; from bondage to license; and during all these thousands of years there was no government that secured for its people religious freedom, civil liberty, freedom of speech, freedom of the press, security of individual rights, popular education and universal franchise.

The Constitution of the United States gave us these wonderful privileges and marked the epoch of a new document which separated the rights of man and created and defined a government machinery to perpetuate and preserve these great rights.

I am pleased to tell you that your organization is taking steps to establish a claim dept. for our members. After working with the railroad for a year and a half trying to secure payment for a shortage in one of my shipments I turned the matter over to Sec'y Moreland and within 30 days I received a satisfactory settlement of my claim.

Arthur Speltz, Albert Lea: The new law fixing the ground rentals grew out of the Illinois Central's effort to charge us \$85 per year for an elevator site on its right of way for which it had been charging \$12. The new Minnesota law is the result of the work of our organization to have rentals based on the fair value of the land.

Pres. Tacklind announced the following committees:

Resolutions: B. P. St. John, Worthington, Minn.; J. M. Richardson, Elgin, Minn.; E. A. Betts, Mitchell, S. D.

Nominations: A. E. Anderson, Cottonwood, Minn.; T. E. Comer, Rustad, Minn.; T. R. Dahl, Minnetota, Minn.; Arthur Speltz, Albert Lea, Minn.; S. O. Tollefson, Milton, N. D.

Auditing: F. E. Crandall, Mankato, Minn.; H. R. Wollin, Marshall, Minn.; E. G. Christgau, Grand Meadows, Minn.

H. L. Laird, sec'y Northwestern Traffic and Service Bureau, addressed the dealers on the various activities of his organization.

"We are living under the most complicated conditions since the organization of governments. In Washington we have commissions, bureaus and boards without number, all striving to regulate the activities of some section of our citizens. Each board has an army of employees all eating taxes but producing nothing.

"We have heard much about the privileged classes, but the law makers persist in taxing, regulating and discouraging industry. In Congress are bills providing for 69 different amendments to the Constitution. It is proposed to regulate the coal business. Why not the grain business?

"The farmer is permitted to combine and boost the price of his products but if the millers who grind the farmers' grain should attempt any such combine all would be sent to the penitentiary. The cotton growers are permitted to combine in boosting prices, but the textile manufacturers are forbidden to

take any such steps. How long can our government survive such class legislation.

"It seems that we are drifting toward paternalism. I, for one, do not approve of any such tendency.

"All business is helped by associations such as yours and it is to your interest to boost your organization at every turn."

Service of the Independent Dealer.

A. E. Anderson, Cottonwood, in telling of the service of the Independent dealer to his community, said, "Each community is made up of many different classes and numerous activities. Those having various investments in a community are much more deeply interested in the progress and prosperity of that community than those having no such interest. The independent dealer takes an active interest in everything pertaining to the welfare of his community. He acts on his own responsibility and without consulting directors or employers. His own interest urges him forward and he helps all.

"Several years ago we had much soft corn in our neighborhood. I found an outlet for it and we bot soft corn from farmers twenty miles away.

"All my capital is invested in my community and I study how I can best serve my community and promote its interests. I handle more coal than all other dealers. No man can expect to suit all customers in any community, hence there is always room for all dealers."

Railroad Claims.

Stanley B. Houck, Minneapolis: "If you fail to collect your claims against the railroads, just by that much you reduce your possible profits and the prices you can afford to pay the growers for their grain.

"The man who compromises his claims against the railroads by accepting 50% of the amount due wrongs his community and his business.

"The individual grain dealer has not the time, patience or ability to fight the organized claim agents. He can obtain much better results by placing all his claims with his trade ass'n. Not only are the railroad claim agents organized but their attorneys are organized. You can do many things thru your ass'n's much better than you can ever hope to do as individuals.

"In different decisions rendered by the Interstate Commerce Commission it has intimated that the railroads must revise their leases and rentals so as to discontinue existing discriminations. Some are too high, some too low.

"Your ground leases contain many provisions which would make your hair stand on end if you would read them, but you generally sign these long leases without reading them.

"Dealers who have scratched out the objectionable conditions in their ground leases and held out against signing with them in, have generally gained their point.

"If you are going to have your ass'n go into the claim collecting business, do it earnestly. Employ a railroad claim collector of experience so you can have your claims properly presented and not discarded on account of false reasoning or misrepresentation.

"Every time you compromise a claim you chop the ground out from under your competitor. You discourage all others in contending for what is properly due on fair claims.

"You can promote your own interests more efficiently by giving your ass'n earnest and generous support than in any other way. By employing an expert to conduct the work you will get much better results and greatly reduce the expense of pushing the claims.

"The carriers' excuses for rejecting your claims are many and ridiculous and they are devising others. The old dodge of claiming natural shrinkage, or variation in scales is to blame for shortages in grain shipments, or that the clear record of the car discloses no

leaks is sufficient evidence to justify the rejection of claim is untenable. You owe it to your community to collect what is justly due you for losses of your grain in course of its transportation."

Fire Insurance Cost.

The cost of fire insurance was dealt with by E. H. Moreland, Sec'y of the Tri-State Mutual Fire Ins. Co., in an interesting paper from which we take the following:

There is keen competition among the grain merchants in the territory covered by this association, and the country grain merchant of today has endeavored to meet this competition by reducing his expense account to the minimum. There are interest, taxes, labor, insurance and the up-keep of his property to be taken into consideration before he realizes a profit on the commodities handled. Take the item of interest at the present time in the territory that handles corn and oats.

There has been a scarcity of cars for the past six months, and the grain merchant that fills a bin with corn at 55c a bushel, finds that at the end of six months the interest alone at 8% has amounted to 2.2c per bushel. If grain is bought on a 2c margin one can readily see where this merchant will land when he makes his cut-off in July. The interest charges are controlled by the condition of the money-market, and the merchant must pay the established rate in his locality.

One item of expense that a majority of the grain merchants have been successful in reducing to the minimum is the "Fire Insurance Cost."

Fire Insurance Cost in a Mutual Company is determined by the fire losses, expenses and the amount required to build up a safe surplus. Stock Company insurance cost is of course determined in the same manner, except that the subscriber to the capital stock expects to receive a dividend on his investment, to which he is justly entitled, but this dividend is paid by the policyholder, thereby increasing his cost of insurance. In a Mutual Company every policyholder shares in the dividend that is earned on his premium payment, thus reducing his cost of insurance to the extent of the dividend received.

Twenty years ago in the territory at present covered by the Country Grain Shippers Ass'n, it cost the grain dealers \$25.00 to secure \$1,000 insurance covering on a frame, shingle-roof elevator with power house attached and operated by a gasoline engine. In August, 1902, the grain dealers in the territory adjacent to Worthington, Minnesota, received notice of 10% advance in insurance rates, which would make the cost of a \$1,000 policy \$27.75. They felt that the advance was not justifiable and concluded to call a meeting for the purpose of considering the high cost of grain elevator insurance. This meeting was attended by only seven grain dealers. However, they concluded to organize the Tri-State Grain Shippers Indemnity.

The membership was later increased to twenty-one members. They decided to base their rates 10% less than they had been paying and they collected a deposit premium of \$22.50 for each \$1,000 insurance. At the close of their first year no losses had been experienced, their expense had amounted to 4% and they returned 96% to their members. They decided to renew their policies for another year, using the same basis rate.

For twenty years they have continued to write insurance for grain dealers, gradually reducing the basis rate and have returned to their policyholders an average dividend of 50% in addition to building up a safe surplus for the amount of business written. The saving thus effected at the present time with the reduced basis rate and the 50% dividend amounts to about \$17.75 per \$1,000 of insurance.

Reduced Costs: The grain dealers have found that it has been possible still further to reduce the cost of their insurance by paying close attention to the construction and remodeling of their elevators, and today we have iron-clad elevators with electric power, man-lift and lightning rods, with a net cost of insurance as low as \$5.00 per \$1,000, or a saving of \$22.75 per \$1,000. The grain dealers in the company referred to received in dividends a total of \$366,649.00 and have received for fire losses \$271,077.00, and feel that they have been well repaid for venturing to write their own insurance.

The elevator inspector has an important part in determining the cost of elevator insurance. His work is not at all times pleasant. However, he greets you with a smile, and tells you what has been found around the elevator that could be changed to lessen the chances for fire in your elevator. Some are ungrateful enough to call him a nuisance, but the results of the inspector's work prove his usefulness to the property owner and the insurance company.

One of the most important duties of the inspector is to see that there is something on hand with which to fight fire. All fires are small in the beginning, and with some kind of

an extinguisher or water barrel, many elevator fires are promptly extinguished.

The fire waste of the country is enormous, and in 1922 amounted to \$410,889,000.00 in the United States and Canada. This exceeds the previous year by \$78,000,000.00. It is self-evident that if the buyers of insurance do not come to the rescue and take better care of their property the insurance cost is sure to increase. This is something that should be seriously considered, for if we continue to burn our property we must foot the bill.

Carlton Harton of the Conference for the Prevention of Grain Rust gave an interesting address on the work of the Conference in exterminating the barberry bush, the real cause of the black stem rust. From his address we take the following:

Controlling Black Stem Rust.

In spite of the fact the barberry's responsibility for black rust losses has advanced from the stage of a scientific theory to a demonstrated fact there are still a few farmers who insist that rust is due to the weather and who will make no effort to destroy their barberries.

Barberry eradication has been in progress in thirteen north central states for the past five years. In each of these states it has been demonstrated that the removal of all the bushes in certain localities has been followed by a material reduction of the rust losses and sometimes the result has been total freedom from rust. Practically all of the barberries have been removed from Montana and last year, regardless of weather conditions that were ideal for rust, the grain crops were harvested without any damage. Rust appeared in eastern Montana late in the season, too late to do any harm, and an investigation by plant disease experts proved that the infection undoubtedly came from barberries in western North Dakota and South Dakota, sections which the federal barberry survey had not yet reached.

In Europe barberry eradication has proved effective on an even larger scale. Last summer Dr. E. C. Stakman, plant pathologist of the University of Minnesota, made an extended tour abroad and found that Western Europe no longer fears black stem rust for the reason that the barberries have been removed from the great grain growing regions. He found that some of the anti-barberry laws are 100 years old and that even the most ignorant peasants know of the relation between the barberries and rust.

In this country we have a few farmers who are just 100 years behind the times. The country grain shippers constantly come in contact with all classes of farmers and are in a position to bring these back numbers up to date.

The government will complete its survey west of the Mississippi this year and the states east of that river will be cleaned up in the next two or three years. After that plant disease experts are confident of a material reduction in the black rust losses, to be followed ultimately by the destruction of "the last barberry bush" and the disappearance of stem rust as a commercially important factor in the production of cereal crops.

Adjourned to 1:30 p. m., Friday.

Thursday Afternoon Session.

The Thursday afternoon session was called to order by Pres. Tacklind at 2:15 with the room full.

B. P. St. John, chairman of the Resolution Com'te, presented the following report which was adopted:

Resolutions.

APPRECIATION.

We wish to express our appreciation to the Chamber of Commerce of Minneapolis for the most acceptable entertainment furnished our membership, and further to recognize the magnificent effort of the Chamber of Commerce of Minneapolis and the Northwestern National Bank in broadcasting the official daily markets to the Northwest.

CLAIM DEPARTMENT.

We wish at this time to express the opinion that this Association should establish through the Secretary's office a Claim Department in connection with that office, for the handling of Railroad Claims of its members, and we further recommend that negotiations be instituted by the Directors with Mr. Stanley B. Houck for legal services necessary.

GROUND LEASES.

That the different railroads be called upon for a more uniform ground lease and one more favorable to the lessee.

FAIR SERVICE TO ALL.

As individual country grain dealers, we again wish to express our confidence in the ability and desire of private enterprise to serve both the Producer and the Consumer alike, with the

least cost of distribution to them of any reliable business system yet devised.

H. R. Wollen, Chairman of the Nominating Com'te, presented the following nominees and the Sec'y was instructed to cast the vote of the meeting for Nils R. Tacklind, Drayton, N. D., for President; E. A. Betts, Mitchell, S. D., vice pres.; A. Speltz, Albert Lea, Minn., second vice pres.; E. G. Christgau, Grand Meadow, Minn., third vice pres. Directors: W. Richardson, Elgin, Minn.; E. H. Sexauer, Brookings, S. D.; Tom Comer, Rustad, Minn.; A. E. Anderson, Cottonwood, Minn.; T. F. Dahl, Minneota, Minn.; J. F. Connor, Nortonville, N. D.; B. P. St. John, Worthington, Minn.; R. E. Jones, Wabasha, Minn.; Aug. Evert, Kennedy, Minn.; B. D. Bascomb, Clark, S. D., and S. O. Tollefson, Milton, N. D.

Curtis M. Johnson, in addressing the dealers on the Road to Happiness, gave the dealers many laughs.

He denounced the mugwamp who sits on the fence with his mug on one side and his rump on the other.

"In every community you will find a lot of heroes and more zeros. Today we need real workers, builders who will face our problems with enthusiasm.

"I want to tell you of a farmer who rushed into a hotel office out in North Dakota and asked where he could get an undertaker quickly. The hotel keeper asked, What is the matter? The farmer replied, My wife is very sick.

"The hotelman said, You do not want an undertaker, you need a doctor.

"The farmer: No! No! I do not want a doctor; since I joined the co-operative movement I am cutting out all the middlemen."

Mr. Johnson boosted the State Fair, the dairy, the poultry and the machinery depts. He appealed for the more enthusiastic support for the trade asso'ns.

Miss Jensen favored the dealers with readings and won hearty applause.

The mining and evaporation of salt at Lyons, Kan., was illustrated by several interesting films thru the courtesy of the Speltz Grain Co.

O. P. B. Jacobson of St. Paul told of the savings in transportation charges to be effected by the improvement of the St. Lawrence river. He said, "It now costs 52 cents to get a hundred pounds of wheat from Minneapolis to Liverpool. With the completion of the Welland Canal the expensive transfer of grain at Buffalo will be unnecessary. With the completion of the St. Lawrence Waterway our ports on the Great Lakes will become seaports for ocean going vessels and our cities will grow marvelously.

"Recently we received a request from a legislative com'te of South Dakota asking for a conference and we learned that they want all our terminal elevators made public.

"When we attempted to enforce our law providing for the bonding of country elevator operators we found some could not give the necessary bond. We now have an amendment to the law pending in the Legislature which will make it possible for elevator men to give bonds signed by individuals."

In the absence of T. R. Dahl, President Tacklind read his paper on "The Radio in Our Elevator Office." Mr. Dahl is very enthusiastic over the advantages of the radio in getting market reports during the day and the lectures and concerts in the evening.

B. P. St. John of Worthington, Minn., in addressing the dealers on How to Secure Good Seed Grain, digressed to discuss the reduction in the number of elevators at a station in order to increase the volume of grain per elevator and thereby reduce the overhead expenses of operation of grain handling facilities at a station.

"No station, even tho it receives a million bushels a year, can operate more than two elevators economically. More houses are unnecessary and serve only to tax the business at that station. For many years I have done

everything in my power, that I could do honorably, to eliminate the useless houses at overbuilt stations. We have torn down and consolidated many houses until the conditions have greatly improved at many stations in southern Minnesota. Under these improved conditions and with the increased volume, wheat can be profitably handled for 2½ cts. per bushel, while dealers at overbuilt stations may take 5 cts. a bushel and still lose money.

"I am glad the politicians get some fun out of discussing our grain grading methods and practices. It helps them to agitate the voters. However, I believe that wheat will continue to sell on quality regardless of what the inspectors grade it. The political agitation is designed primarily to make more places for the tax eaters who produce nothing."

In discussing better seed grain he said:

P. P. Quist, Minneapolis: Yesterday it was 22 years since I took charge of the weighing of grain in Minneapolis. When I took charge I found the dept. suffering from too much politics. This has been remedied so that the service is now dependable and grain shippers and buyers have faith in our weights.

"We weigh annually 225,000,000 to 325,000,000 bushels, a business exceeding in valuation the business of any financial institution in the state.

"The law requiring shippers to place a card in each car showing the weight of grain loaded into car is a good law and should be more generally observed for the protection of the shippers' interests. When we discover that a car is short of the shipper's weight we immediately investigate car in hope of learning cause of loss. However, shipper's weights are not dependable. If you will give me all the averages I will pay all the shortage claims and have a good income left. We check up all weights very carefully in hope of discovering every loose practice before it becomes chronic and causes a lot of dissatisfaction. I will give you the result of our checking of shippers' weights four days last November, which are typical and about what we would expect any other four days.

"On Nov. 20 in weighing 35 cars containing cards giving shippers' weights we found 13 cars weighed a total of 8,130 lbs. in excess of shippers' weights and 22 cars were short 4,890 lbs. of the shippers' weights. If the shippers of those 35 cars had sold the grain on their own weights they would have been out 3,220 lbs.

"On Nov. 21, in checking 23 cars we found 9 cars ran over shippers' weights a total of 6,740 lbs., while 14 cars were short 4,880 lbs., giving us a net overage of 1,860 lbs.

"On Nov. 22, in checking 24 cars we found 10 cars overran shippers' weights 13,680 lbs., while 14 were short 4,980 lbs., leaving a net overage of 8,700 lbs.

"On Nov. 23, in checking 27 cars we found 9 cars overran shippers' weights 4,510 lbs., while 18 cars were short 5000 lbs., leaving a net shortage of 490 lbs.

"It is very evident that many shippers fail to record a draft now and then."

Theodore Speltz, Albert Lea, in speaking of Sidelines for Country Grain Dealers, said, "You know we have many sidelines at our stations. What will serve as a sideline at one station will not prove a success at some other station. Do not be overly eager to take on extra lines. If your business is good, be satisfied, watch your opportunity and wait until you can take on a new line without offending local merchants. If you do go into the sidelines be sure to get cash for your goods. Many elevator men having long paid cash for grain are not accustomed to collecting cash for merchandise so they go broke.

"The dairy business is coming west very rapidly and shrinking the grain shipping business, so we must look about. At one of our stations from which we have shipped over 100,000 bus. annually we did not ship 20,000 bus. last year. However, 250 cars of livestock

and 700,000 pounds of dairy products were shipped out.

"Albert Lea has three elevators and this year it will ship 3 cars of rye, 3 of wheat and 1 of flax, yet all are busy retailing merchandise. The town of Alden near us has one elevator; at one time it had five elevators. The town of Lysle has one elevator; formerly it had three.

"Let me give you a suggestion when you fill a warehouse full of sidelines, do not lock the doors and wait for buyers to come after it. You must advertise the merits of what you have to sell and keep your goods before the people.

"Grain dealers who see their shipping business declining owe it to themselves and their patrons to exert themselves to serve their farmer customers more efficiently. Loafing on the shady side of your office does not help the farmers who pass that way; it only irritates them. Get busy, clean up your house and equip it to handle grain more profitably.

"It is a crime to ship dirty or mixed grain and only a lazy dealer would indulge in such sloppy practices. Surely you can not pay what grain is worth if you do not clean it. Install a good cleaner and use it."

Upon motion the new directory was instructed to appoint a standing com'te to be known as a Legislative Com'te.

Mr. St. John moved that the com'te try to secure the amendment of the thresherman's lien law so that liens must be filed within three instead of twenty days.

Adjourned *sine die*.

Convention Notes.

The large lobby of the West Hotel was filled with interesting exhibits of grain cleaning machinery and elevator equipment. T. E. Ibberson & Co. exhibited pictures of the many elevators they had constructed during recent years. Strong-Scott Mfg. Co. exhibited a registering beam with which they equip the Bird Hopper Scale. Hickok Construction Co. also exhibited pictures of elevators erected by it. The Richardson Grain Separator had one of its large warehouse separators on exhibition and the Carter-Mayhew Co. kept its disk separator running, giving the many visitors proof of its work. Fairbanks, Morse Co. exhibited a platform scale and the Richardson Scale Co. had photographs and illustrations of its automatic scale. Others exhibited cleaners, distributing spouts, friction clutches and radio receiving sets, making the display one of the most interesting ever presented to a grain dealers' convention.

On Thursday evening a banquet was tendered the members of the Farmers Grain Dealers Ass'n, and the members of the Tri-State Grain Shippers Ass'n, by the Minneapolis Grain Comm'n. Merchants Ass'n, in the Donaldson Tea Room. During the serving of the dinner a splendid musical program was presented by Katherine B. Hensler's orchestra. After the cigars had been lighted the diners moved their chairs up close to the speakers' table and F. M. Davies, pres. of the Minneapolis Grain Comm'n. Merchants Ass'n, after welcoming the members of the two ass'ns, introduced the toastmaster of the evening, Mr. B. F. Benson. Among the speakers of the evening were: A. F. Nelson, sec'y Minn. Farmers Grain Dealers Ass'n; Nils R. Tacklind, pres. Tri-State Shippers Ass'n; Hon. Louis L. Collins, Lieut. Gov.; Hon. W. I. Nolan, Spkr. House of Representatives; O. P. B. Jacobson, State Railroad and Warehouse Commission.

OPPOSITION to the proposed amendment of Section 18 of the Oregon Warehouse act has been offered by the Portland Chamber of Commerce. The chamber states that the proposed amendment would have the effect of preventing the regular issuance of warehouse receipts to the producer on his grain and would retard the normal flow of Portland business in wheat.

Rapid Development of Radio.

From address by David Sarnoff, general manager, Radio Corporation, before New York Electrical Society.

No electrical discovery of our time has been so rapid in its scientific advance and its commercial development as radio.

Commercially speaking, radio is but some two years old, but in this brief span of time it has earned for itself, and properly so, the right to be termed an industry.

I think I am indulging in no wild prophecy when I say that within the space of a brief period—two or three years, perhaps sooner—it will be possible for anyone in the United States to pick up the telephone in his home or business office, be connected with a passenger liner on the Atlantic Ocean or on the Pacific Ocean, by means of wire and radio, and carry on communication with the human voice, with no greater difficulty than is experienced today in speaking over the ordinary wire telephone.

Very successful demonstrations of this service have been made and its introduction to the public awaits commercial development, which is now being jointly considered by the American Telephone & Telegraph Co. and the Radio Corporation of America.

Now commercial radio, as I have said, is only some two years old, particularly in the international field. Nevertheless, we have in this country six transmitting stations, located at Marion, Mass.; Rocky Point (called Radio Central), on Long Island; another in New Brunswick, N. J., and another at Tuckerton, N. J. In these four locations are six stations. In Rocky Point there are two stations, and in Tuckerton there are two stations, and there is one very important multiplex receiving station located at Riverhead, Long Island.

All of these transmitters and receivers are joined by wires with our central telegraph office, New York City, from which point the combined transmitting and receiving facilities are directly controlled.

Radio Carries Large Percent of Commercial Messages.—It is a fact of the utmost significance that thru these radio transmitters and this central receiving plant we are now handling between 25 and 30 per cent of the entire volume of telegraphic messages which are being sent between the United States and Europe. The remaining 70 or 75 per cent of these messages are carried by the seventeen cables. I make this comparison with no disparagement of the cables but merely as an evidence of the great strides made by radio in so short a time. And we are practically in our infancy!

Moreover, unlike the cables, these radio circuits do not terminate in Great Britain and France only. There is now direct communication by radio between the United States and Great Britain, between the United States and Germany, between the United States and France, and between the United States and Norway.

THE STRONG bill, which passed the House of Representatives on Feb. 20, increases the maximum of land bank loans to farmers from \$10,000 to \$16,000, with provisions for loans up to \$25,000 in exceptional cases. The bill is now before the Senate.

Too Many Miners Living Off the Industry.

The United States Coal Commission in its recent report said,

Our preliminary studies show that even in times of maximum demand the mines as a whole do not work full time. In other words, the mine capacity is in excess even of maximum requirements. Altho the country has never been able to absorb in a year more than 579,000,000 tons of bituminous coal, the present capacity of the mines is well above 800,000,000 tons.

The steady increase in the army of bituminous coal miners during the last four years, notwithstanding a lessened demand for their product, is also a fact that stands out in the statistical records furnished the commission by the United States Geological Survey. In 1918, the year of maximum coal output, when 579,000,000 tons were mined, 615,000 men were employed in the bituminous coal mines, nearly 622,000 the next year, over 639,000 in 1920, and in 1921, 663,000 mine workers were employed in producing about 416,000,000 tons. To get a year comparable in soft coal output with 1921 we have to go back to 1910, when 417,000,000 tons were mined, and it is significant that in that year less than 556,000 mine workers were employed—or about a million more tons of coal with 100,000 fewer miners.

As for the public, the cost of maintaining an overdeveloped industry is reflected in the high price of coal. We do not know accurately the extent of burden, but it may well be measured by the cost of keeping in the industry an excess of perhaps 200,000 miners and their families and the excess investment in mines.

Advantages of an Organized Market

In his brief to the United States Supreme Court, Henry S. Robbins, counsel for the Chicago Board of Trade, filed an appendix, summarizing the book on "Organized Produce Markets" by John George Smith, M. A., assistant professor and sub-dean of the faculty of commerce, University of Birmingham, England, published by Longmans, Green & Co., London, 1922, in the following:

The Work of the Expert Speculator.—Expert risk taking, or professional speculation, the existence of which is necessary for successful hedging on the part of genuine traders in the organized produce markets, is a comparatively recent development, owing its growth to the new economic conditions of the last half century. *** It is in connection with these fluctuations that the new class of speculator originated; and the service it renders to society is that of bearing risks incident to changes in value, in other words, trading risks. *** The wheat market has ceased to be local. It has become a world market. ***

Fluctuations in price are, therefore, no longer dependent on local scarcity or abundance, but on world-wide connections and distant conditions which no merchant, however well he knows his own local market, can study sufficiently to justify him assuming the new speculative risks caused thereby. *** Thus, speculation has become the business of a special group and the speculators, instead of seeking their own markets and moving their own goods, are a new class distinct from producers and merchants. *** From the point of view of the genuine dealer it is that group in his market which assumes the main risk of changes in value of the produce as it passes from producer to consumer. It is a kind of commercial scouting party sent ahead to discover and report changes in value, and thus to direct trade into those channels along which the greatest efficiency requires it to run.

It has sometimes been advocated by those who wish to curtail what they consider to be the gambling element on the exchanges that dealing in futures should take place only in connection with hedging transactions, and that speculation unconnected with the protection of actual transactions, but merely with the object of obtaining profits from price fluctuations, should be prohibited. This is hardly practicable, and, even if it were, it would so narrow and cripple the market for futures as to destroy its efficiency for hedging purposes. Apart from the difficulty of determining the meaning of orders from outside markets, and much hedging is done in distant markets, it would be impossible, even in the case of contracts concluded within a single market, to ascertain whether the buyer or seller, or both, were hedging or speculating.

The bear speculator is one of the strongest factors in steady price movements, and in obviating extreme fluctuations. It is not that short sellers actually determine prices. All they do is simply, by the act of selling, to express their judgment as to what prices will be in the future. If they are mistaken, they pay the penalty for their errors of judgment by having to enter the market and buy at higher prices. Most people are unduly optimistic; and the higher the price goes the more elated they become. The presence of short sellers resisting this tendency to excessive rise is very salutary, for it makes an excessive rise extremely expensive. At the same time, when the drop takes place, short sellers, to realize their profits, must become buyers in order to cover. In this way an excessive drop in price is likewise avoided. Short-selling, therefore, does not unduly depress prices as is often asserted; but it is, instead, a very powerful agent in steadying them. Over and over again prices are sustained or are put up at the expense of the shorts, who often, when a fall really occurs, hasten to cover before the drop becomes too great, only to succeed in driving the price up to and beyond its former level.

Short-selling is thus a beneficial factor in steady prices; and it is by its means that the discounting of serious and unfavorable events does not take the form of a series of sudden catastrophes, but, instead, is spread out over a reasonably long period of time, permitting the real holder of produce to observe what is happening and giving him time to limit his loss if he is caught on the wrong side of the market. From the constant contests of short-sellers with the bulls a much truer level of prices is evolved than could otherwise ensue. To quote the Report of Governor Hughes' Committee on Speculation in Securities and Commodities, 'No other means of restraining unwarranted marking up and down of prices has been suggested' anywhere; for the bulls take care of the interests of the farmer and are always looking for an opportunity to send prices up, while the bears represent the consumer, always on the

watch to buy at the lowest price possible. ***

The so-called 'fictitious' wheat or cotton of the short-seller cannot possibly affect the market to the disadvantage of producer or consumer; for the bear must always cover his sales, and in the end support the market by buying. Moreover, without short-selling, arbitrage transactions would be impossible, and in this way again the beneficent work of the expert speculator would be gravely hindered.

Summing up, then, the services rendered by the class of expert speculators, at least seven may be distinguished as a paramount importance—

(1) By standing ready always to buy or to sell, it provides a continuous market with all the advantages resulting therefrom to both producer and consumer.

(2) By its watchfulness and its use of both official and other information it discounts the future, prevents panics, and spreads over a longer time the consequences of unexpected news, either good or bad.

(3) It regulates the rate at which the crop is consumed; and it helps by its action to reduce the cost of 'carrying' produce.

(4) By arbitrage transactions it levels prices between different markets, thus ensuring that produce shall find its way to where it is required.

(5) It steadies prices through the constant contest between bulls and bears.

(6) It hastens what would otherwise be tedious by smoothing difficulties in the way of necessary movements of produce. It is a creator of what the theoretical economist calls 'time utility.'

(7) Most important of all, it is always ready to supply the other party required in a hedging transaction, whereby, contrary to other forms of insurance in which the risk is jointly shared by several classes, it concentrates upon itself all the main risks of changes in value, and incidentally renders it easier for bankers to finance the movements of produce at every stage from farmer to consumer.

Some Evils and Abuses of Speculation.—One of the chief services rendered by expert speculation is the lessening of fluctuations, and the establishment of prices which correspond to the actual conditions of supply and demand all the world over. ***

So-called excessive speculation on the produce exchanges may be nothing more than a sign of exceptional activity in general trade; but the fact that dealings are in excess of the average may point to a successful resistance to an attempt at manipulation by the saner elements in the market. It is not always correct, therefore, to ascribe to manipulation every sudden increase in dealings for which no reason can be immediately assigned. ***

Probably no form of manipulation calls forth more condemnation from the general public than the 'corner.' ***

Corners are not necessarily a result of futures dealing. They are in reality more common in transactions outside the exchanges than within them. Moreover, in the case of wheat and cotton the fact that, at certain periods of the year, only small amounts are available would still render cornering possible apart from any contracts for future delivery. It may well be doubted whether the existing risk of occasional or partial corners on the exchanges is greater than an actual monopoly of wheat under conditions in which contracts for future delivery would not be possible. ***

The Influence of Speculation Upon Prices.—Reasons have already been given in support of the assertion that short-selling steadies prices, and that active legitimate speculation, by concentrating risks on experts, tends to narrow the difference between the price paid by the consumer and that received by the producer.

It is proposed now to discuss in greater detail the views of farmers, statisticians and others on these points, and to examine in a general way the manner in which speculation influences the prices of those two commodities, cotton and wheat, in which it is most widely employed, and in which it can work out its effects with the smallest interference from outside causes.

It is often asserted that the prices fixed in the speculative markets are unreal because they are determined 'regardless of the law of supply and demand.' This statement probably means nothing more than that the price is not in accordance with some preconceived idea of what it ought to be. ***

The fact is that prices in the organized markets are determined by the existing supply and demand, but that the existing supply and demand, effective supply and demand, are both speculative. They are dependent on conditions in other markets, and on judgments concerning the future. Hence, future supply and demand, by their influence over present speculative supply and demand, affect prices; but this is the only way in which it is their power to do so.

The speculative demand and speculative supply find expression in offers to buy and to sell, and are, therefore, quite as genuine as ordinary demand and supply. *** The speculator deals in estimates of future values. This is where the class of critics already referred to goes wrong. They fail to recognize that one main service of speculation consists in the influence it exercises over the determination of prices throughout a range of time in the future. It is not the present price so much as the future price over which it seeks control.

About the year 1894 and 1895, when prices were considerably depressed, the question of the influence of the active operation of a market in futures was widely discussed in England, America and the Continent. Anti-option bills were promoted in more than one American state; the so-called Exchanges Act was passed in 1896, in Germany, to regulate speculation on the exchanges there; and a committee of the section of Economic Science and Statistics of the British Association reported in 1900 on the effects of dealings in futures upon prices, with special reference to wheat. The particular point then under discussion was the assertion that futures tended to depress prices. This was a natural supposition in view of the prevailing low prices at that time, but the exactly opposite opinion has been maintained in times of high and rising prices, with as little justification in the one case as in the other.

That speculative sellers do not control the market is further borne out by the fact that prices of wheat and cotton rise and fall quite independently of the amount of dealings in futures. If it were true that the influence of these transactions is, on the whole, to depress prices, the greater their volume the lower the price ought to be. It is not easy, or even possible, to get complete figures from all the exchanges in order actually to test the connection, if any, between volume of dealings and price. Moreover, the practice of buying in one market and hedging in another may render the figures taken from a single market not altogether reliable. Yet the fact that there is no correspondence of the kind required in such figures as are available affords sufficient reason for concluding that such a connection does not exist.

There are occasions when short-selling has temporary success in depressing prices, but the cause is then invariably impulsive action on the part of the majority of the speculators for which no reason can be assigned; and it is independent of the existence of any intrinsic good or evil in short-selling itself. If two or three dealers of known ability and financial strength continuously sell wheat when the general indications point to a rise in price they may succeed in bringing about a fall; for the other speculators in the market may be frightened and may lose their self-confidence, fearing the wisdom and strength of these operators rather than trusting in the indications and in the predictions arrived at by themselves. This is an instance of manipulation by means of a scare; but if the short-sellers are making a mistake the penalty they will be called on to pay will be immense. If, on the other hand, they are correct in anticipating an unexpectedly great supply they will reap a large reward for their superior economic foresight in putting the price where it ought to have been. ***

It would seem that, at the time the view prevailed that short-selling depressed prices, the main argument of its upholders was that other causes seemed inadequate to produce the low prices then experienced. Further investigation, however, has shown that in the particular cases of wheat and cotton there were additional causes for depressing prices which were overlooked at the moment. Yet in one way it may be true that the operation of a future market can depress the general price-level of the produce bought and sold in it, for the cost of handling may be so reduced by the perfection of organization in the market that the price may be lowered to the consumer without a corresponding reduction of price paid to the producer. It must be admitted that in this case the tendency to deprive the producer of his increased proportionate share of the total price paid by the consumer might be one he could not easily resist; but statistics given in the British Association report do not lend support to the view that the growth of futures markets in wheat has resulted in a remuneration to the farmer less in proportion than formerly. ***

Another change in price phenomena directly traceable to speculation is the gentler gradation of the fluctuations. Only second in importance to the fact of the fluctuations themselves and their extent is the question whether the extreme points are reached suddenly or by easy stages. A moment's reflection at once shows that a speculative system affords the most advantageous means by which this desirable end of easy gradations can be attained. There are always some persons in the market ready to buy as soon as prices begin to fall, and others ready to sell the moment prices begin to rise. Thus, a sudden large change in price is very rare. *** This development is of great practical benefit, because the public thereby gets early warning of a change in values, and the smaller holders of produce are enabled to unload their stocks, if the market is falling, without the serious loss that they would incur if the price jumped at once to its lowest extreme,

[Continued on page 256.]

A Kansas Hearing on Car Distribution.

The Kansas Public Utilities Commission is studying the distribution of empty cars in that state, conducting a series of public hearings for the purpose and with the announced intention of formulating rules to be made effective by the time the new crop of wheat moves this season. The first hearing was held some time ago at Wichita, a second occurred at Dodge City Feb. 19, a third at Hutchinson Feb. 20, and others are scheduled for Hays and Salina on dates yet to be fixed.

The hearing at Hutchinson took place on the day preceding the recent convention of the Kansas Farmers Grain Dealers Ass'n in that city, and for this reason it attracted many dealers from all parts of the state. There was a specially good attendance of managers of farmers elevator companies. Two members of the Commission, H. A. Russell and Jesse W. Greenleaf, conducted the hearing. Mr. Russell explained that the Commission is trying to ascertain what is the best method for distributing cars, especially in periods of shortage.

A great deal of evidence was submitted by various persons tending to show that the rules now in effect do not operate equitably when cars are scarce, and many elevator managers asserted that the methods of distribution have had the effect of forcing them to close their houses while others were able to continue taking grain. Charges were also made that the present rules favor mills at the expense of elevators. Some dealers claimed that the prices paid to farmers had been reduced at times when all but one or a few of the elevators in a neighborhood were closed.

In the latter connection, Roy Cunningham, manager of the Pawnee County Co-op. Ass'n, Larned, said:

"Between July and December the local mill received 255 cars for loading out flour and feed, while in the same period we got only 35 cars. During the one week when the Public Utilities Commission made the mills operate only on a 12-hour basis we were able to receive 3 cars, which was more than any one week on the whole period of the car shortage. The mill was able to operate full time all thru the fall, while we had to remain practically closed down."

Asked what was the effect on the price the farmer got for his wheat, Mr. Cunningham said that when his plant was closed and the farmers had to sell to the mill or haul their wheat home there was an average of 10c a bushel less paid the farmer than when his plant was able to run.

E. J. Smiley, Topeka, sec'y of the Kansas Grain Dealers Ass'n, raised the question of discrimination between main and branch line stations. He asserted that main line stations were favored at the expense of stations on branch lines. Some elevator operators who have plants on branch lines disputed Mr. Smiley's statement.

R. E. Lawrence, Hutchinson, sec'y of the Kansas Farmers Grain Dealers Ass'n, submitted figures which he claimed prove the carriers gave mills the preference during the car shortage last season. He said that from Aug. 1 to Dec. 1 the grain elevators at Great Bend received but 18 cars from the Santa Fe for loading wheat, while the mills there received 793 cars for flour and 90 cars for other grain products.

H. C. Hipple, manager of the Security Elevator Co., Hutchinson, operators of a terminal elevator and a line of country stations, said, "It would not be right to take away from mills the cars from which they unload grain. We want to see the mills kept operating," he said. "We don't want to see anything done that will close them. They are friends of the fellow who has wheat to sell."

C. D. Jennings, Hutchinson, also a line house operator, favored distribution on a rule of "car and car about." He said that if car distribution is based on the business of last

year it will put many farmers' elevators out of business.

Geo. Gano, Hutchinson, another owner of country stations, said that "car and car about" to every legitimate shipper is the only fair rule.

Mr. Hipple scored scoop shovelers. He said that under the rule of "car and car about" the man who has no elevator, no investment, who pays no taxes and who comes in with a scoop shovel to skim the cream while the movement is heavy demands cars in his turn and gets as many as the elevators.

A representative of the Fowler Equity Exchange, Fowler, operators of two houses at that place, one a bonded warehouse of 100,000 bus. capacity and the other a 25,000-bu. elevator, said that if his company is hampered the next two years as it has been in the past year it had better go out of business.

Other dealers who appeared at the Hutchinson hearing included: J. B. Brown, Larned, pres. of the Farmers Grain Dealers Ass'n of Kansas; W. E. McFarland, Chase; H. L. Tassett, Spearville; Tom Bragg, Dodge City; Mr. Miller, manager Bushton Grain & Supply Co., Bushton; Albert Martin, manager Farmers Grain & Supply Co., Burdett; John Holmes, manager Farmers Co-op. Grain & L. S. Co., Lewis; B. Bryan, manager Farmers Grain & Supply Co., Greensburg; and several representatives of the railroads.

Albert Martin, of Burdett, arguing that all the elevator man has a right to expect is fair play, agreed with other speakers that the scoop shoveler should be eliminated. He said, "The mills are our friends. We couldn't get along without them. All we ask is a more equitable handling of the cars when there is a shortage."

Three plans for distribution rules have been submitted to the Commission as a result of the Hutchinson hearing.

One plan, proposed by the farmers elevator companies, provides that cars shall be distributed on the basis of grain on hand ready for shipment.

The second plan was submitted by the Santa Fe and Rock Island railroads, jointly. It recommends a "car and car about" rule with amendments designed to make this rule work out equitably.

The third plan was submitted by O. E. Pearson, of Omaha, Neb., ass't supt of transportation for the C. B. & Q. Railroad. It suggests adoption of the Nebraska Plan, already rather well known to grain dealers thru the trial it has had in the state of its origin, and from which it takes its name.

An enforcement feature proposed in connection with the rule based on the quantity of grain on hand would punish the making of a fraudulent report by withholding cars from the person making such a report for a period of 30 days on his first offense, and for 60 days on each succeeding offense.

Commissioner Greenleaf is said to have in mind a rule based on the volume of business of each shipper during normal times when cars are plentiful. With such a plan in operation, an elevator normally shipping 10,000 bus. of grain each week would receive twice as many cars as an elevator shipping only 5,000 bus. weekly.

A DEMAND for American wheat is looked for throughout the Saltillo and other Mexican districts following the recent increased duty on imported flour. Flour mills of Saltillo, in spite of the fact that they are located in the heart of Northern Mexico's richest wheat section, have been closed for some time on account of depleted stocks of wheat, says Vice Consul Earl W. Eaton, Saltillo. The mills have not been buying in the United States on account of the hope that the Mexican duty of four centavos per kilo might be removed, this duty making it impossible for the mills to compete with flour from the United States bearing a Mexican duty of but five centavos per kilo.

Hutchinson, Kan., Meeting.

[Continued from page 257.]

No More Tax Exempt Securities.

Resolved, that we are opposed to the further issuance of tax exempt bonds and securities.

Favor Deep Waterway.

Whereas, the St. Lawrence deep waterway will increase the price of grain and thereby enhance the buying powers of the grain growers of the middle west, therefore, be it

Resolved, that we most urgently request our representatives in congress to use every possible effort to pass the necessary legislation and perfect the waterway at the earliest possible date.

Want Lower Freight Rates.

Whereas, the freight rates on grain and grain products are still too high and a portion of the increase in rates of August 26, 1920, still in effect and as such rates should be reduced as fast as possible, therefore be it

Resolved, that this Ass'n continue to take active part in the rates cases which may be brought up in which it may be thought advisable to take part, with the object of having freight rates reduced to a more equitable basis.

Election of Officers.

The following directors were elected for the ensuing year:

J. B. Brown, Larned; W. E. Latimer, Lyons; and J. O. Brandenburg, Grainfield.

Immediately after the convention adjourned the new board of directors met and elected J. B. Brown, Larned, pres.; M. H. Rice, Delphos, vice pres.; and re-employed R. E. Lawrence, Hutchinson, as sec'y-treas.

Advantages of an Organized Market.

[Continued from page 255.]

while the small purchasers are enabled to buy their supplies before the price reaches its uppermost limit; but the value even to the larger merchants, producers and consumers of a graduated price movement is too obvious to require discussion. ***

Speculation in the organized markets contributes to the regulation of consumption of produce, both in time and in place. Rise in price is the immediate consequence, as already seen, of a conviction on the part of experts that supplies are being too rapidly consumed. In this way the necessary diminution is brought about in the rate of consumption, and the falling off is accurately adjusted to the needs of the case. Similarly, arbitrage dealings ensure the transport of produce, from place to place, in accordance with the requirements of every district. Scarcity in one place, indicated by a rise in price, draws supplies from other places where prices are low and demand less pressing. Hence, speculation exercises a directive influence in distribution, and thereby, with its control of markets and prices, it reacts on production and consumption, and not infrequently modifies the nature of new developments in industry and in commerce among the leading nations of the world.

Electric Barges to Be Used on Great Lakes.

Two diesel electrically propelled barges, the first of this type to be used in the United States, have been ordered for delivery in April to the Minnesota Allwater Transit Co. of Duluth, Minn.

The equipment of each will consist of two diesel engines, which burn crude oil. These will drive two 250-Kilowatt G-E generators which will in turn supply electricity to drive two 250-h. p. electric motors, one for each of the twin propellers. Each barge will also have a 40-kilowatt auxiliary generator to be used when the barges are in port.

Engineers say the barges will be capable of moving eight knots an hour and will consume but one-third of the amount of crude oil required to operate a steam driven barge of the same capacity. Another feature is that all controls will be located in the pilot house, similar in design to that of an electric locomotive.

As soon as the barges are delivered to the transit company, they will be put in operation on the Great Lakes and the New York State Barge Canal. During the winter months they will operate between the West Indies and Atlantic ports.

SUNFLOWER seed oil cake is now being exported from Russia. A Danish company has contracted for 30,000 tons of the cake.

Hutchinson, Kan., Meeting

The 11th annual convention of the Farmers Co-operative Grain Dealers Ass'n of Kansas was held in Hutchinson Feb. 20 to 23, the first day being devoted to the hearing conducted by the state Public Utilities Commission, a report of which appears elsewhere in this number of the Journal.

Wednesday morning, E. J. Smiley, Topeka, sec'y of the Kansas Grain Dealers Ass'n, spoke on the need for a law similar to the Iowa law, giving the Public Utilities Commission jurisdiction in cases of dispute over the rental to be paid for elevator site on railroad right of way. He explained that a bill is now pending in the legislature, and it could be passed if it could be brought onto the floor, but the chairman of the senate com'te having it in charge would not give him a hearing.

Following Mr. Smiley's speech, the convention adopted this resolution:

Desire a Law on Site Leases.

Whereas, The carriers operating in this state have advanced rentals on practically all leases made to elevators and mills during the past three years, and,

Whereas, These rentals charged in some instances are burdensome to the industries located on said leases, and,

Whereas, Bills have been prepared and introduced in the Kansas legislature proposing to give the Public Utilities Commission full authority to determine the value of such railroad right of way on which elevators, mills, coal bins and other structures are located. Therefore, be it

Resolved, That it is the sense of this ass'n that the proposed bill be enacted into law at the present session of the Kansas legislature.

G. C. Hipple, Hutchinson, Pres. of the Chamber of Commerce, delivered the address of welcome.

J. B. Brown, Larned, pres. of the ass'n, in his annual address discussed the work of the ass'n during the year, and the situation of agriculture generally, and said:

"We know there are some things that can be helped by legislation, but when some legislators come to us who seem to think that by passing laws they can wipe out all the burdens of the farmer, we know better. To cure the farmer's troubles by passing laws is all nonsense."

The report of Sec'y R. E. Lawrence, Hutchinson, covered the work of the ass'n since the previous convention.

Address by J. C. Mohler.

The Wednesday evening session was addressed by J. C. Mohler, Topeka, sec'y of the Kansas State Board of Agriculture. Mr. Mohler's speech, which was largely on matters relating to agriculture, was divided into two general parts, the first of which was a plea for better farm management and for a well balanced system of diversified farming built around livestock, or, as he put it, the cow, the sow, and the hen.

He preceded his remarks on this subject by asserting that Kansas has reached the limit of her agricultural development so far as cultivated acreage is concerned, and gave it as his opinion that diversified farming will prove an actual benefit to the grain dealer. This end, he said, will be attained not alone because diversified farming will make individuals and communities more prosperous, but because it will tend to bring about more orderly marketing of grain crops steadily thruout the year and thus enable the grain dealer to perform his services more satisfactorily with respect both to himself and his customers.

In remarking upon the present services of the elevator operator, the speaker said that he thinks the grading of grain does not come close enough to the farmer, who often is paid the top price for grain which the dealer must sell as a lower grade. A correction of this tendency would, in his opinion, prove beneficial to

all in operating to give the owner of good grain a premium for it, thus encouraging all farmers to produce better grain.

Mr. Mohler pleaded for what he loosely defined as a federation or consolidation of co-operative elevators for the purpose of disposing of their output thru a central selling agency which should be the only outlet for such grain. He made no attempt to state how this consolidation should be brought about or what form it should take, and went so far as to voice his conviction that no help is to be expected from more legislation. In the latter connection, and while speaking of the length of the message recently sent by the governor of Kansas to the state legislature, he said he hoped there will some day come a governor who will utter a message of not more than 10 words. This message, he said, should be something like this:

"Do little, and do it quick!"

The federation to which Mr. Mohler referred will, he thinks, bring increased efficiency in marketing grain. He predicated this thought, in part at least, on the belief that it would make it possible to place the work of handling the grain of the state's co-operators in the hands of abler men than can be employed by the individual units now existing.

He said the co-operative elevators have always paid their managers too little, and advocated the doctrine that the cheapest manager is the one who receives the largest salary, provided he is capable of handling the job properly.

Thursday morning's session was addressed by C. C. Isely, of Dodge City, who explained a plan he has for the extension of American advice and counsel to European countries, and for the handling of the debts which foreign nations owe to us. This plan, he believes, would prove especially valuable to farmers and grain dealers in that it would enable foreigners once more to buy from us their usual quantities of grain and other foodstuffs. The plan, in brief, is that we shall enter councils about European affairs as a friendly adviser, and provides that payment of the debts shall be extended over a long period of time, with no interest for the first ten years or other similar period.

The Managers' Session.

The discussion of problems relating directly to the managers' work was taken up Thursday afternoon. O. C. Glenn, manager of the Union Grain Co., Rozel, acted as chairman.

Roy Cunningham, manager Pawnee County Co-operative Ass'n, Larned, spoke on car distribution. He referred to some of the testimony that had been given in the hearing before the Public Utilities Commission and said there are two phases to this question, one having to do with the distribution of cars as between mills and elevators and the other the distribution as between farmers elevator and line house plants. He said that he expects to obtain little relief from the Public Utilities Commission, but does have a hope that the Interstate Commerce Commission and the Car Service Com'te of the American Railway Ass'n will act to give the shippers help in times of car shortage.

Mr. Cunningham stated that the matter has already been brought to the attention of the two latter bodies, and that some work has been done by them. He related some incidents which occurred at a meeting in Dodge City in January, when a man from St. Louis representing the A. R. A. met with some shippers and Santa Fe officials and said that at that time the division sup't of the Santa Fe was asked why it is that his division, and the Santa Fe itself, is the only carrier in the country that attempted to enforce car dis-

tribution rules as they did last year. The division sup't, according to Mr. Cunningham, replied that the plan had been worked out in his office at Dodge City, and expressed a willingness to follow any better plan that may be devised by the A. R. A. or by the I. C. C.

C. D. Sharp, manager of the Farmers Elevator Co., Alamota, gave an interesting talk on office arrangement and equipment for country elevators. He said that there should always be 2 or more rooms in the office, one to be a private office for the manager and another to be arranged for customers' use. He explained in some detail his idea of the equipment needed, laying particular stress on the scales and their installation, and touching also upon the helpfulness of an adding machine, a typewriter, a safe and a radio receiving set.

Albert Martin, manager of the Farmers Grain & Supply Co., Burdett, and W. P. Medsker, manager of the Plevna Grain & Supply Co., Plevna, and other managers, also spoke on the practicability and value of the radio for receiving market quotations. They agreed that this device offers a better, cheaper and more satisfactory method of getting market information than any other available. All asserted that they get the quotations regularly from any market they desire. Reception of Hutchinson, Wichita and Kansas City broadcasting was most common, but some said they hear the figures sent out from Chicago equally well.

By unanimous vote Mr. Martin was instructed to thank the Hutchinson Board of Trade for its radio broadcasting service, and to request that it be continued.

Ira Rankin, manager of the Kinsley Grain & Lumber Co., Kinsley, led the discussion centering about the co-operation which the board of directors can give the manager. This led to a general debate in which several managers took part.

Gene Bates, manager of the Stafford Grain & Supply Co., Stafford; and Ed. Clark, manager of the Farmers Elevator Co., Tampa, laid especial emphasis upon the need which the manager experiences to have an adequate financing system arranged for him. Mr. Clark said that when directors sign individual notes at the bank they should assure themselves of a measure of protection by obtaining the company's note in their favor for an equal amount.

Fair Buying Margins.—L. A. Coons, Manager Trousdale Co-op. Exchange, Trousdale: What would be a fair buying margin, and how can it be determined?

W. L. Dunbar, manager Farmers Co-operative Co., Haviland: It must not be said that the manager should simply line up with competition because he may not be able to do this and stay in business. He should pay what the grain is really worth. I try to buy on 4c to 5c margin.

The subject of margins brought out the fact that variation in protein content often causes considerable difference in price at neighboring stations.

Premium adjustment insurance, the use of chemicals to fumigate bins, the value of right of way sites, the relative value of buyer's and seller's confirmations, and the benefits to be gained by filing written orders for cars were additional subjects brought up for discussion.

Thursday evening those attending the convention were the guests of the Hutchinson Board of Trade at a theater party.

Resolutions.

Car Distribution.

Resolved, that it is the consensus of opinion of this convention that we heartily approve the efforts of the Public Utilities Commission in their effort to bring about an equitable distribution of cars.

Reciprocal Demurrage Law.

Resolved, that we endorse the present reciprocal demurrage law and ask that it be enforced.

Oppose Ship Subsidy.

Resolved that we do not favor a ship subsidy or any other form of subsidy.

[Concluded on page 256.]

Country Elevator Accounting: A Daily Record and Journal

By C. A. Lovell

The combination cash book and journal has been accepted by accountants as a useful and important improvement in accounting methods. In the hands of a competent bookkeeper it proves a valuable aid in reducing labor and in giving facts about the business in understandable form and with a minimum of search. The fact remains, however, that most cash journals require more of the bookkeeper's time than the average country elevator operator is able to give, and often it presents a bewildering array of columns that is not comprehensible to the grain dealer without special training in accountancy. Many dealers, therefore, reject the cash-journal as part of their bookkeeping system, and others who adopt it fail to keep it up-to-date, thus permitting their work to get so far behind that the book is of little value to them.

Herewith is a form which has the characteristics of the combination cash-journal, but which goes a step farther in that it also becomes the original place of entry of many items. At the same time, it is so designed that the work of proving and posting are reduced materially; and it carries a feature of self-explanation that practically tells just what steps of accounting are to be taken at each point.

Examination of the form will disclose that it provides space for the entry of the following items:

Purchases of grain, in bushels and pounds and in dollars and cents.
Sales of grain at retail.
Purchases of coal.
Sales of coal at retail. (This feature can be expanded to include all other commodities sold at retail.)
Deposits in bank; and checks against bank.
Amounts received on accounts receivable.
Amounts paid on accounts payable.
Miscellaneous cash receipts; miscellaneous cash payments.
Cars of grain shipped, stating quantities and amounts of drafts.
Account sales received.

Original Entries: All of these items may be entered direct on this form as the transactions are made, and it is preferable that this be done to eliminate unnecessary transcriptions. Every time an item is written labor is involved, and, likewise, the opportunity for error is correspondingly increased.

When a load of grain is purchased the name of the customer, the quantity bought, and the amount paid for it should be entered in the proper space, this being done immediately after the scale ticket is figured. At the end of the day, the bushels and amount columns are totaled and the computations necessary to give stock information are made. The totals in the amount column may be carried forward from day to day until the end of the month and posting may be done in one lump sum.

Proof of Balance: Beside the total in the amount column is a little figure "1." This gives the information that this particular sum is to be carried to the place similarly marked "1" in the portion of the form headed "Proof of Balance." Elsewhere in the form, are key numbers which make known to the dealer just where he should enter the respective amounts to prove a balance of his debits and credits. This is the feature of self-explanation already referred to, and not only does it indicate those accounting factors which must be posted to the "Proof of Balance" and to the ledger, but it also makes a proper and almost automatic separation of debits and credits.

It is this separation of debits and credits about which the whole structure and theory of double entry bookkeeping revolves and with-

out which no set of books is worth the time and effort required to keep it. The rule is that there must be a debit for every credit, and a credit for every debit; and that each transaction involves a debit of a given amount and an identical credit.

In the case of a grain purchase it is obvious that the grain account should be debited with the amount paid for the commodity. The credit is to the bank for the check issued to the farmer in payment. (This statement is predicated upon the thought that all grain will be paid for promptly. Even if the farmer does not ask for his check when he delivers the load, that check should be written and held ready for him on his return. This practice is now almost universal in the country grain trade, and it gives an added advantage in that it enables the dealer always to know his balance with his banker.)

The portion of the form devoted to retail sales, both grain and coal, is separated into sales made for cash and sales on credit. Subtotals in each case give the amounts to be charged to customers' accounts, and the final totals show the credits to coal and grain. The debit in the case of a cash sale is included within the amount deposited in the bank.

When a car is loaded with grain and shipped to a terminal market a draft is made against the consignee. This draft is debited to the bank along with the remainder of the day's deposit, while the credit is made on the ledger account of the grain dealer to whom the shipment is sold or consigned. Later, when account sales are received, the grain dealer's ledger account receives a debit for the amount of the net proceeds, and the proper grain account is credited. The adjustment of the balance due on the account sales involves a credit and debit, as follows: A debit to bank (in the deposit) if a check is received, and a credit to the grain dealer's account; and, if a check must be sent, a debit to the grain dealer and a credit to the bank.

Payments for expenses, for plant improvements, on accounts owing to others, and for miscellaneous purposes are all provided for. Likewise, there is a place on the form for all cash receipts, thus taking care of all transactions that are likely to arise in the conduct of a country grain business.

Proving the Balance: When the day's business is completed the next step is to prove the debit and credit balance of the entries on the daily record and journal. For every entry there is a key number, as already explained, and all that is required is to transfer the amounts appearing alongside these key numbers to the lines similarly numbered in the "Proof of Balance." The accuracy of the work is now proven by the addition of debit and credit columns in the "Proof." If the sums agree the work is correct; if unequal, an error has been made.

It is possible, of course, to make a mistake somewhere in the form and still to get a balance in the "Proof," but this could hardly occur except by putting an item under the wrong classification, and the general headings will largely prevent this.

Posting: The balance of debits and credits having been proven, the dealer is ready to post the work to the various ledger accounts. In this he will largely disregard the "Proof of Balance" and go back to individual items and column totals, but the key numbers will still serve to assist him in recognizing whether an item should be posted as a debit or a credit, for whenever there is doubt he can refer to the "Proof" to set himself aright. Every

amount which has a key number should be posted, either as an individual item, as a daily total, or as a monthly total. The usual postings are as follows:

Debits.

(Numbers designate position on form.)
1. Wheat Account (purchases).
2. Other grain accounts (purchases).
3. Coal Account (purchases).
Individuals for corn bought on account. (Items making up total 5.)
Individuals for coal bought on account. (Items making up total 5.)
4. Bank (deposits).
7. Expenses.
8. 15. Plant accounts for improvements, additions, furniture and fixtures, etc.
6. Individual accounts for amounts paid to them on accounts payable.
8. Miscellaneous accounts for sundry cash payments.
Accounts of individual grain firms for net proceeds on account sales.

Credits.

10. Corn account for day's retail sales.
11. Coal account for day's retail sales.
12. Bank (checks).
13. Individual accounts for amounts received on accounts receivable.
16. Miscellaneous accounts for sundry cash receipts.
14. Accounts of individual grain firms for drafts drawn against grain shipments.
9. 10. Wheat account or corn account, as the case may be, for net proceeds of account sales received.

It is not thought that the form shown will exactly fit the requirements of every country grain business, but it does contain all the elements that any such business will require. The dealer himself may study the sample until the idea is clear in his mind, and he can then modify it to suit his own needs. Its adoption will give him the benefits of the combination cash-journal without its multiplicity of columns that mean little except to the trained accountant, and it will also reduce the labor of transcription, permitting one original entry of many items to provide for all future requirements except that of posting.

A helpful variation, and one that has already been touched upon, will be to provide space for carrying forward from day to day such totals as those for grain purchases and sales, bank deposits and checks, etc., thus making monthly entries a possibility. This, however, will be getting away from simplicity, and that is the principal objection to many of the accounting systems already in use.

THE COST of producing wheat on an English farm has increased 100 per cent from 1914 to 1922, reports Herbert Grange, a farmer who kept accounts on his Hertfordshire farm. During 1922, the farmer's net loss was \$25 to \$30 per acre, and in the coming year the loss will be heavy in spite of reduction in laborer's wages.

AN AMENDMENT to the federal warehouse act was passed by the House of Representatives at Washington on Feb. 14. It includes in the act all agricultural products and removes the one-year limitation placed on licenses of warehousemen. It also permits licensing of persons to inspect and sample products within warehouses and enlarges the scope of offenses which a warehouseman might commit and for which he might be punished. The bill now goes to conference.

NOTABLE increase in corn receipts has failed to materialize. The Government livestock census figures were bullish and reported drought in the Argentine for a time kept corn prices very firm. Later premiums eased somewhat, probably due to the generally unfavorable export situation. The official estimates showing an increase of 18.6% in litters of fall pigs and a gain of 13.1% in sows bred indicates a continued heavy demand for farm feeding and explains the cause of comparatively light terminal receipts of coarse grains. With the lighter crops and the lack of terminal pressure, sentiment in corn and oats is expected to remain favorable to the buying side, especially on all important declines from present levels.—Quinn-Shepherdson Co.

[illegible]

Rulings and Headings for Daily Record and Journal. For description see facing page.

Hearing on Transit Grain Weights.

At Chicago, Ill., Feb. 20, W. J. Kelly of the Central Freight Ass'n conducted a hearing on the proposed change in the rule governing the weights on transit shipments of grain, grain products and grain by-products.

In redrafting the tariffs, the carriers inadvertently left out the specification, that the Board of Trade or official weights would govern, and inserted by mistake "actual weights" and the tariffs now so read. The carriers desire to restore the former wording.

Under the present wording a mill, elevator or other industry can have its weights accepted, when its weighing equipment and methods are approved by the railroads, and some mills have obtained such acceptance, particularly the Quaker Oats Co., at Akron, O., and Cedar Rapids, Ia., which company was represented at the hearing by C. A. Lahey, who made a plea for the acceptance of an industry's weights when approved by the carriers, and for the calculation of transit out at the full weight charged into a mill at the transit point.

Mr. Lahey had been delegated to speak for the Millers National Federation and his position was supported by M. Parshall, of Monroe, Mich., and J. W. Enright, of Toledo, O., both representing the Central States Millers Ass'n. Mr. Enright stated it would in fact be a discrimination against mills that have installed the best approved weighing facilities not to give them recognition.

To restore the former wording of the tariffs, "Board of Trade, or official weights," would deprive these mills of recognition. The consensus of opinion of those present was that, while board of trade and official weights are acceptable, the tariffs should be worded to allow recognition for approved industry weights, also.

It is expected that four weeks will elapse before any report is made by the Auxiliary Com'te of the Central Freight Ass'n.

The change was authorized July 1, 1921, and made in the tariffs effective Jan. 1, 1922.

Mr. Lahey stated that the change was made first by one road and then by all at Akron, O., and the Quaker Oats Co. now uses its own weights at its elevator at Akron, O., on grain unloaded and shipped. Grain is bought from country elevators in Illinois, Indiana and a little from Michigan on the basis of Akron destination weights, but grain coming from Chicago and other primary markets is bought on the weights at the primary markets.

The Quaker Oats weight certificates at Akron are recognized by the Central Weighing & Inspection Bureau. About 75 per cent of the weights at Akron show a shortage from the primary market weight, 15 to 20 per cent are the same, and the balance are higher than the Board of Trade weight. Mr. Lahey presented no data to show what the shortage was at Akron on cars received from country shippers.

Having contracted to sell on Akron destination weights the country shipper stands the loss, if any, in his weights. The Quaker Oats weights at Akron are taken over a track scale in unloading grain cars. The hopper scale is used there for outbound oats.

E. F. Austin, of the Cent. Frt. Ass'n, asked Mr. Lahey if he thought track scales were as reliable as the hopper scales used in the Chicago elevators.

Mr. Lahey said about 40 per cent of the grain unloaded at the Akron plant came from primary markets and 60 per cent from country stations.

On grain coming from primary markets for the past ten years the company has had all claims for shortage uniformly declined on the allegation of clear record. Defective car claims have been paid. The declined claims have accumulated until they total about \$115,000. "We are now preparing to sue the eastern roads." "We claim the railroads have no legal right to give seaboard weights any

greater consideration than primary market weights."

"Clear record means nothing. It is nothing but a seal record. They are wrong and unsound. There is no way to determine that grain has not been lost out of the car unless kept under continuous surveillance during movement.

"The assessment of freight charges weight should be good enough for transit allowance.

"We have our own inspector of cars; and the railroad inspection of cars is so excellent that cars certified to us by the Pennsylvania as fit for grain loading are rejected by the Erie railroad inspectors."

Chas Quinn, Toledo, O., replying to a question of Chairman Kelly: It is a matter of contract between shipper and buyer as to whether origin or destination weights should govern.

A. P. Husband, Chicago, Ill.: We think the well managed interior mills can obtain just as correct weights as the Chicago Board of Trade and should be entitled to the same consideration.

James C. Jeffery, Chicago: Such consideration will do a lot to help accurate weights. It will give the grain dealer who can make his weighing facilities acceptable a chance.

Mr. Lahey: At Cedar Rapids, Iowa, our weights are covered by weight agreement with the Western Weighing & Inspection Bureau, effective Feb. 1, 1922. The railroads took over our men as employed and pays their salaries, charging the expense to the Quaker Oats Co. At the first the only exception they took to our weights was that the suction was at a point where the chaff was sucked out before being weighed. We changed this so that all chaff was weighed with the grain, for the benefit of the railroad companies. It is in the agreement that it can be canceled if not satisfactory to them. We have 41 country elevators in Iowa, shipping mostly to Cedar Rapids.

Last summer from June to the middle of September we shipped nearly 5,000,000 bus. of grain out of Minneapolis alone to Cedar Rapids. We use the hopper scale at Cedar Rapids.

Replying to a question by Mr. Austin, Mr. Lahey stated: "The difference on the Akron track scale weights will run 100 to 5,000 lbs."

Settling with country shippers on the basis of Akron destination weights has proved so satisfactory in eliminating all shortage claims that the Quaker Oats Co. is desirous of extending that method of buying to the primary markets, not that the Quaker Oats Co. hopes to take any unfair advantage of the terminal market sellers, but if the sellers sell on Akron weights it will become the duty of the seller to prosecute claims against the carriers for loss of grain in transit. The position of the Quaker Oats Co. has real merit in the important respect that any claim for loss in transit depends absolutely on the proof of the weight loaded into the car at point of origin and if the seller made claim the burden would be upon him to prove his own weights. As it is now the burden falls on the Quaker Oats Co. to prove weights at points of origin where it has no control over the facilities.

Those present were Walter J. Kelly, chairman; E. F. Austin, also rep. Central Freight Ass'n, Chicago; A. P. Husband, sec'y, and James Clarke Jeffery, commerce counsel, both of Chicago, and rep. Millers' National Federation; M. Parshall, of Amendt Milling Co., Monroe, Mich., and J. W. Enright, Mennel Milling Co., Toledo, O., both rep. Central States Millers' Ass'n; Chas. Quinn, Toledo, O., sec'y Grain Dealers' National Ass'n; R. G. Pearce, Port Huron, Mich., rep. Michigan Hay & Grain Ass'n, and C. A. Lahey, Chicago, rep. Quaker Oats Co.

To effect a satisfactory settlement of moisture content in flour a com'te composed of J. F. Bell, C. M. Hardenbergh, Fred J. Lingham and Prof. H. Snyder, representing the Millers' National Federation, held a conference with Sec'y Wallace of the Dept. of Agriculture. Much flour had been seized recently because of alleged excess of moisture content.

Sweet Clover, the Profit Maker.

"Sweet clover is indeed a chosen crop," says Dr. H. L. Walster, of N. D., "peculiarly fitted to bring the great northwest out of the bondage of one-crop farming." Biennial White Sweet Clover is a soil tiller, humus maker and nitrogen restorer.

Sweet Clover, given a firm, moist seed bed, naturally or artificially inoculated, will make a dense stand that will smother weeds. Plowed under, it furnishes a great fund of decaying vegetable matter, increasing the soil's ability to hold water.

The sturdy tap roots of the sweet clover, forcing their way many feet into the ground really deep till the soil, the decaying roots making channels for passage of air and water and causing the soils to warm up quicker in the spring. The shallower short roots permeate the top soil, furnishing humus and aiding in holding loose, drifting soils.

Sweet Clover is best followed by some cultivated crop. Sweet Clover may be used as green manure, pasture, hay, silage, seed or a combination of these uses.

One three-ton crop of sweet clover restores enough nitrogen to the soil for at least a 40 bushel wheat crop, or two 20 bushel crops, and pays its own way while doing it.

Sweet Clover utilizes phosphates and potassium unavailable to other crops, and when turned back in easily used plant food forms through livestock, or plowing under the clover, it makes an available supply of these items. However, the application of phosphate in some other manner as well is a profitable practice in most northwestern territory.

Sweet Clover is a lusty plant, asking but few favors and returning many. Its use marks a farmer who is mixing brains with muscle.

A Word About Kota.

The Government has made a limited number of milling and baking tests of Kota wheat, but a regular mill run has not been made, so while great things are hoped for Kota, bread chemists who have made these tests in various laboratories, are not entirely satisfied that Kota is all that is claimed for it.

Undoubtedly, all of the Kota seed wheat available will be planted in 1923, regardless of what anyone thinks about it, and being thus more widely disseminated, we will, after harvest, have sufficient quantities grown under all North Dakota conditions, east and west, north and south, wet and dry, to make mill runs large enough to be offered to the bakers of America, who will bake bread from it in comparison with all the wheats of the world.

Kota, therefore, will get its first real test this fall and its fate will depend upon its merits. No propaganda, either for or against it, can effect it except perhaps temporarily.

It is claimed by Kota enthusiasts that it will replace Durum and Red Durum in the middle easterly section of North Dakota, where it seems best adapted. It is claimed that it will not do well in the western part of North Dakota nor in Minnesota. It may be tried out in South Dakota in the territory where Acme wheat has not proven satisfactory.

The danger of Kota lies in the fact that it may replace in some instances Marquis wheat in undoubted Marquis territory, and will become mixed, as have all other wheats before, with both Marquis and Durum, adding still further to the confusion. If Kota is good, as it seems in some instances, or if it has a bread gluten of inferior quality, as it has proven in other tests, we will be able to get the truth about it when the larger and more practical tests are made this fall. In the meantime, farmers who expect to grow it are cautioned to be very careful not to get it mixed and also to grow enough Marquis under the same conditions to afford comparisons. We must not abandon what we know to be good until we are sure where we stand.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. I. & L. in Tariff 1233 gives rules governing milling of wheat in transit at Lafayette, Ind., effective Mar. 20.

Southern Railway System in Supplement 1 to No. 1171-F cancels rates on feed, less carloads, from E. St. Louis to Centralia, Ill., effective Mar. 20.

Kankakee & Urbana Traction Co. Tariff No. 24 increases rate on grain from Urbana, Perkins, etc., to E. St. Louis, Ill., to 12 cents per 100 pounds, effective Mar. 10.

C. & A. in Supplement 6 to No. 2-H gives switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges on stations on the C. & A., effective Mar. 21.

C. R. I. & P. in Supplement 3 to No. 13207-J, gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective Feb. 20.

C. I. & L. in Supplement 5 to No. 520-A gives local, joint, proportional and reshipping rates on grain, grain products and grain by-products, also flaxseed, from stations on the C. I. & L. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin, effective on interstate traffic on Mar. 21, and on Indiana intrastate traffic Feb. 26.

C. R. I. & P. in Supplement 12 to 28675-E gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., stations in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma and South Dakota to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma, and Texas, effective Feb. 25.

Grain Rate Reduction Hearing.

A hearing of the pleas of thirteen middle west states for a reduction in freight rates on grain and grain products is being conducted at Kansas City, Mo., by Examiner William H. Hunter of the Interstate Commerce Commission.

Testimony was offered by many interested in the grower's side of the question. C. B. Hutchings, transportation director of the American Farm Bureau, Chicago, showed that an average valuation of the farmer's crop in Kansas, Missouri, Iowa, Nebraska, South Dakota, North Dakota, Wisconsin, and Minnesota, was only 98 per cent of the valuation of the 1913 crops, altho freight rates were vastly increased.

Arguments for and against the extension of the transit rate privilege to permit millers to ship at reduced rate the grain now in storage in the event the rates are lowered, were heard. H. J. Smith, pres. Kansas City Board of Trade, said that if the privilege is denied the millers they would lose heavily in competition with eastern mills, who could buy grain under reduced freight charges, while the Kansas City and other terminal millers would have to ship the grain under whatever freight rates were in effect when the grain was received for storage.

C. V. Topping, sec'y of the Southwestern Millers' League, defended the small millers, who are opposed to the extension of transit privilege, because it would force such millers to pay the old high rate. He said, "A change in the proportional rate ruling would not affect new wheat as far as the interior millers are

concerned, but it would mean a loss to us on the old wheat in storage."

Shippers ended their testimony and representatives of railroads which are protesting the rate reduction spoke at the hearing.

F. B. Townsend, vice-pres. Minneapolis and St. Louis railroad, gave evidence on the disparity of prices for grain at elevators in Iowa, South Dakota and Minnesota, compared with prices at the Minneapolis market. He states that freight rates were not responsible for the difference, but that methods of shipping and marketing were responsible.

W. P. Kenney, vice-pres. of the Great Northern Ry., R. J. Hagman, ass't general solicitor of the Great Northern, and A. C. Johnson, vice-pres. of the Chicago & Northwestern Railroad, testified on Feb. 17 and all admitted that the farmers need cheaper transportation, but asserted that any further reduction in the present rates on grain would work a hardship on all carriers.

Unfair Division of Joint Rates.

The present division of joint rates between railroads and the Mississippi-Warrior river barge line is unreasonable, the Interstate Commerce Commission decided Feb. 17. In its report the commission states that "we are left in doubt by the record as to whether further rail-barge-and-rail routes are in the public interest. It may be that they are desirable in certain cases, but we feel that the barge line has not sustained the burden of proof in this respect. We are not persuaded that further rail and barge routes shall be established where the degree of circuitry would be excessive nor where the barge lines share of the joint haul would be so short that interchange expense would offset the lower cost of water transportation. Thus a haul from New York to Cairo, Ill., by rail and thence by barge to St. Louis, or a haul from San Francisco to Vicksburg and thence by barge to Memphis, might not be unduly circuitous, but there would be little, if any, saving in rail haul and not enough of barge haul to compensate for the transfer expense.

"With respect to both of these matters, it seems impossible to lay down any rule which is not arbitrary in some degree. Until the contrary is clearly shown, however, we are of the opinion that no rail and barge route should be established where the short line rail distance via the port of interchange between the interior point and the port of origin or destination exceeds by more than one-third the short line rail distance over the most direct route, nor where the short line rail distance between the interior point and the port of interchange exceeds two-thirds of the short line rail distance between the interior point and the port of origin or destination. Inasmuch as this rule is arbitrary, it ought not to be too rigidly

applied in disregard of competitive or commercial conditions.

"The record leads to the conclusion that there are additional rail and barge routes which would not be open to the objections mentioned above and which ought to be established. It further indicates, however, that if such additional routes are established it will probably be necessary for the barge line management to modify in some respects its plan of differential joint rates. So long as the barge line bears the burden of the differential and does not seek to impose it, in whole or in part, upon the rail lines, it may be given considerable latitude in fixing the amount; and under the principles which we have outlined for the fixing of divisions, the burden of the differential would, in our opinion, be borne by the barge line. But under the proposed plan, which makes the differential in all cases 20% of the all-rail port to port rates, the results would often be incongruous and in some cases in violation of the fourth section. Moreover, insufficient thought seems to have been given to the possible disruption of established rate relationships. Doubtless some disruption is unavoidable and justifiable, but our impression is that under the barge lines plan it occurs to a greater extent than can be successfully defended, particularly in the case of export and import rates, where ports have been equalized."

FALL SOWINGS of grain in Greece are about the same as last year. The production for 1922 has been officially estimated at 217,000 metric tons of wheat, 90,000 tons of barley, 20,000 tons of rye and 43,000 tons of oats.

Grain Supervisor to Have More Power.

To entertain intrastate appeals in the state of Colorado, subject to the approval of the Sec'y of the U. S. Dept. of Agriculture, is the power to be given the Federal Grain Supervisor in Colorado if Senate Bill No. 355, introduced by Senator Warren, is passed. The bill was referred to the state com'te on Agriculture and Irrigation on Jan. 17.

Hearings on Proposed Rye Grades.

The proposed official standards of the United States for grades of rye, as published in full in the Grain Dealers Journal for Nov. 25, page 694, and abridged in the table herewith, will be the subjects of hearings to be held by the chief of agricultural economics, at

New Orleans, La., Feb. 26, St. Charles Hotel; Chicago, Ill., Feb. 28, Fort Dearborn Hotel; Minneapolis, Minn., Mar. 1, Court House, and

New York, N. Y., Mar. 7, Produce Exchange.

The rye grades are to be made effective about July 1.

Tabulation of Grade Requirements for Rye.

Grade.	Condition.	Minimum test weight per bushel.	Maximum limits of—				
			Moisture.	Damaged kernels.		Foreign material other than dockage.	
				Total.	Heat damaged (rye and other grains).	Total.	Foreign matter other than wheat.
		Pounds.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1	Shall be cool and of natural odor...	56	13.5	2	0.1	3	1
2	Shall be cool and of natural odor...	54	14.5	4	2	6	3
3	Shall be cool and of natural odor...	52	15.5	7	5	10	5
4	Shall be cool and may be musty or sour.....	49	16.5	15	3.0	10	7

Sample Grade—Sample Grade rye shall be all rye which does not come within any of the grades from Nos. 1 to 4, inclusive, or which has any commercially objectionable foreign odor except of smut, garlic, or wild onions, or is heating, hot, or otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

Feedstuffs

HILLSDALE, WIS.—O. W. Holman has established a feed mill here.

STOUGHTON, WIS.—Willis Johnson has purchased the feed mill of C. A. Tofte.

OREGON, ILL.—Wiltfang Bros. purchased the J. S. Little feed mill from Chas. A. Carr.

STOCKTON, IA.—The Farmers Co-op. Elevator Co. is planning to install a 50-h.p. feed grinder.—J.

POCAHONTAS, ARK.—O. A. Lemmons & Co. purchased the feed and commission business of Price & Jackson.

BRODHEAD, WIS.—C. A. Gempeler has purchased the feed, seed, coal and salt business of F. E. Arnold & Son.

COLUMBIA, PA.—A large quantity of feed and flour was damaged when the feed storage building of P. P. Brennenman burned.

BINGHAMTON, N. Y.—The Southern Tier Feed & Grain Co., wholesale and retail feed dealers, has been organized by Seward M. Clark.

MASSENA, IA.—Frank Vetterick, operator of a flour and feed mill at this place, has ceased to grind flour and will hereafter grind only feed.

A BILL now before the Pennsylvania legislature provides for a reduction from \$25 to \$1 of the registration fee on each brand of feed registered.

MADISON, WIS.—The feed mill and warehouse of the Saul Sinaiko Coal & Feed Co. at Schenks Corners burned recently with a loss of \$25,000.

BRYAN, TEX.—The Conyers Corporation sold its feed, seed and hay business to W. S. Mial. W. G. Renolds will continue to manage the business.

BIRMINGHAM, ALA.—The Burton-Hanks Feed Co. has been organized here by Geo. R. Burton, pres.; H. G. Hanks, vice-pres., and J. H. Rogers, sec'y.

OKLAHOMA CITY, OKLA.—The Plansifter Milling Co.'s feed and hay warehouse was damaged by fire recently. The loss was small and covered by insurance.

McHENRY, N. D.—The McHenry feed mill burned with a loss of \$5,500 of which \$2,500 was insured. A stock of flour and feed, insured for \$500, also burned.

CHICAGO, ILL.—H. C. Knoke & Co., feed and seed dealers, have purchased a warehouse and 45,000 square feet of ground from the Beckley-Ralston Co. The price is reported at \$85,000.

NEW HARTFORD, CONN.—Wallace Case, operator of a feed mill at this place, died recently at the age of 79. He is survived by his son, with whom he was associated in business, and his widow.

FEED salesmen of New York state are forming an association as the result of the appointment of a com'tee for this purpose at the Bing-

hamton meeting of the Eastern Federation of Feed Merchants.

BALTIMORE, MD.—The plant, machinery, real estate and other property of the bankrupt Baltimore Pearl Hominy Co. has been put up for sale on Feb. 27 by trustees W. O. Peirson and C. R. McKendrick.

RATES on mixed feed in less than carload lots have been reduced from 400 per cent above carload rates to 150 per cent above carload rates, in Louisiana. The State Public Service Commission ordered the reduction.

STURGEON BAY, WIS.—The feed mill, elevator, saw and planing mill and yards of Carl H. Preuter at Baileys Harbor burned Feb. 11 with a loss of \$25,000, no insurance. A defective motor in the feed mill started the fire.

KANSAS CITY, MO.—The Ralston-Purina Co., St. Louis, has purchased five acres here as a site for a \$300,000 stock food plant. The plant will be in East Bottoms, and the Acme elevator, now on the property, may be torn down to make room for the new plant.

CHICAGO, ILL.—The Quaker Oats Co. during 1922 recovered from the losses it experienced during 1921. Net earnings for the year ended Dec. 31 were \$4,633,280, an increase of \$2,000,000 over the preceding year. After preferred dividends, this net is equal to 31.58 per cent on the \$11,250,000 common stock, compared with 13.80 per cent in 1921. The exceptional showing for 1922 is due to three causes: first, a steady run of the mills thruout the year; second, a larger total volume of production for the year; and third, persistent and enthusiastic efforts on the part of all employees.

Adulteration and Misbranding.

The Gateway Milling Co., Kansas City, Mo., shipped into Georgia a quantity of gray shorts which were adulterated. The article was labeled "gray shorts, Red Dog flour, pulverized wheat bran," and analysis of the sample showed that it consisted of shorts, flour, bran and rice hulls. On a plea of guilty the court imposed a fine of \$100 and costs.

North Bros., Kansas City, Mo., shipped into Tennessee a quantity of unlabeled alfalfa meal that was low in protein for straight alfalfa meal, and contained foreign tissues, probably from grasses or hay. Adulteration was alleged because ground prairie hay had been mixed with the meal to lower its value. On a plea of guilty the court imposed a fine of \$25 and costs.

The Thorndale Oil Mill, Thorndale, Tex., shipped into Kansas a quantity of cottonseed meal which was misbranded. The sacks containing the article bore no statement as to net weight of the contents. Misbranding was alleged because food was in package form and not plainly marked on outside of packages. On a plea of guilty the court imposed a fine of \$50.

The American Cotton Oil Co., Greenville, S. C., shipped into North Carolina a quantity of cottonseed meal which was misbranded. Misbranded was alleged because analysis showed but 34.91 per cent protein and 6.79 per cent ammonia, whereas the packages were labeled 36.00 per cent protein and 7.00 per cent ammonia. On a plea of guilty the court imposed a fine of \$50.

The Gilmer Cotton Seed Oil Co., Gilmer, Tex., shipped into Missouri a quantity of cold pressed cotton seed which was misbranded. The sacks were labeled "net weight 100 lbs." and an examination of 40 sacks showed but 89.6 lbs. Misbranding was alleged because food was not plainly and conspicuously marked on outside of package. On a plea of guilty the court imposed a fine of \$50.

The Grain Belt Mills, South St. Joseph, Mo., shipped into Texas a quantity of corn feed meal labeled "protein 9½ per cent, fat 3½ per cent," whereas analysis by the Bureau of Chemistry showed but 7.44 per cent protein and 1.92 per cent fat. Misbranding was alleged because the statement on label was false and misleading. On a plea of guilty the court imposed a fine of \$10 and costs.

The Planters Oil Co., Albany, Ga., shipped into Florida 250 sacks of cottonseed meal which were seized and alleged misbranded. Labels on the article were false and misleading because the article did not contain the amount of ammonia and peanut hulls mentioned and did contain an excessive amount of fiber. No claimant having appeared for the product, it was ordered destroyed.

The Rogers Grain Products Co., Belvidere, Ill., shipped into Wisconsin 18 sacks of digester tankage, which was labeled "guaranteed analysis: protein 60 per cent." Misbranding of the

article was alleged because the tankage did not contain 60 per cent of protein and was falsely labeled to mislead prospective purchasers. No claimant having appeared for the product, it was ordered destroyed by the United States marshal.

T. G. Jewett & Sons, Portsmouth, O., shipped into Kentucky a quantity of barley feed which contained at least 14 per cent oats, and 3 per cent of weed seeds, straw and chaff. Adulteration was alleged because the substances had been mixed into the article to lower and reduce its quality and strength. Misbranding was alleged because the article bore labels which were false and misleading. On a plea of guilty the company was fined \$75 and costs.

The Red River Oil Co., Alexandria, La., shipped into the state of Kansas a quantity of cottonseed meal which was alleged misbranded. Analysis showed 36.27 per cent protein, 16.51 per cent crude fiber and 5.80 per cent nitrogen. Average net weight of 60 sacks was 94.3 lbs. Misbranding was alleged because the shipment was labeled "100 lbs. gross, 99 lbs. net, protein 38.55 per cent protein, crude fiber 12.00 per cent, and nitrogen 6.17 per cent." At the trial the jury returned a verdict of not guilty.

The Fred K. Chandler Feed Co., Des Moines, Ia., shipped into Missouri 290 sacks of tankage which was seized as adulterated and misbranded. The article was labeled 61 per cent protein and adulteration was charged because a substance containing 42.74 per cent protein had been packed in with original substance. Misbranding was alleged because the label reading 61 per cent protein was misleading and false. Upon the shipment being relabeled to state protein 43 per cent and upon payment of a bond of \$1,000 the product was released to the claimant.

McCall Cotton & Oil Co., Phoenix, Ariz., shipped into New Mexico quantities of cottonseed meal which was partly adulterated and misbranded and also partly misbranded. A quantity of cottonseed cake was also misbranded. Analysis of one shipment showed but 38.96 per cent protein, while another showed 38.61 per cent protein. The cottonseed cake analysis showed 41 per cent protein. The shipments were labeled 43 per cent protein. Adulteration and misbranding was alleged because the shipments were falsely labeled. On a plea of guilty the court imposed a fine of \$400.

The Eufaula Cotton Oil Co., Eufaula, Ala., shipped into the state of Florida 130 sacks of cottonseed meal, which were seized as being misbranded. The article was labeled "100 pounds standard cottonseed meal, ammonia 7 per cent, protein 36 per cent, fat 6 per cent, carbohydrate 30 per cent, and fibre 14 per cent. Ingredients cottonseed meal and hulls." Misbranding was alleged because the above statements appearing on the sacks were false and misleading, that it was deficient in ammonia and protein and contained peanut hulls and excessive quantities of fibre. The defendant, having paid the costs of proceedings and executed a bond in conformity with the Act, the court ordered the product released to the claimant.

The Milam-Morgan Co., Ltd., New Orleans, La., shipped into Mississippi quantities of horse and mule feed and molasses feed which were misbranded. Analysis of a sample of Suwanee brand showed that it contained 6.78 per cent protein, and contained corn, oats, alfalfa, oat hulls and oat starch, probably from oat feed, rice bran which appeared to contain an excessive amount of rice hulls, and peanut shells, with possibly a little peanut meal, and that it did not contain cottonseed meal or velvet bean meal. Analysis of the Primo brand showed that it contained 1.53 per cent fat and 7.16 per cent protein, and contained corn, oats, alfalfa, a trace of rice bran and a considerable amount of rice hulls, and some grass tissues which were either contamination or adulteration of the alfalfa. Analysis of the My-T-Good brand showed that it contained 7.09 per cent of protein. Analysis of the Bay Mule brand showed that it contained 6.71 per cent protein and 20.50 per cent fiber, and contained corn, oats, alfalfa, rice bran which contained an excess of rice hulls, a little kafir or milo, a small amount of cottonseed hulls, and considerable amount of peanut shells. No oat feed or cottonseed meal was found. Misbranding was alleged because the statement "Guaranteed analysis protein 9.00 per cent and made from corn, oats, rice-bran, C. S. meal or velvet bean meal, alfalfa meal, oat feed (oat hulls, oat shorts, oat middlings), molasses, salt" was on the Suwanee brand. With respect to the Primo brand, the statement read "Guaranteed analysis, fat 2.00 per cent, protein 9.00 per cent, containing corn, oats, alfalfa, cane molasses, salt." With respect to the My-T-Good brand the statement read "Guaranteed analysis, protein 9.00 per cent." With respect to the Bay Mule brand, the statement read, "Guaranteed analysis, protein 9.00 per cent, fibre 15.00 per cent, and containing corn, oats, alfalfa, cottonseed meal, oat feed, rice bran, cane molasses and salt." Misbranding was alleged on all the articles because the analyses showed differences from the labels borne on the shipments. On a plea of guilty to all the charges, the court imposed fines aggregating \$40.

Exports of Feedstuffs.

Exports of feedstuffs during December, compared with December, 1921, and for the twelve months ending with December, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	December—		12 mos. ending Dec.	
	1922	1921	1922	1921
Bran and mid-				
drlings, tons.	277	680	7,749	11,549
Cocoanut cake,				
lbs.	1,154,756	7,960,197	9,219,583	
Corn cake, lbs.			1,766,689	4,206,092
Cottonseed				
meal, lbs.	12,251,445	14,361,096	117,656,619	162,206,886
Linseed meal,				
lbs.	1,508,777	131,568	17,997,571	19,802,832
Linseed cake,				
lbs.	49,564,047	52,010,617	422,865,573	542,464,208
Milfeed, tons	2,254	768	34,328	15,600

Why Exterminate the Barberry?

By E. C. STAKMAN, PLANT PATHOLOGIST.

Why exterminate the common barberry? This question is often asked by the quizzical, by the skeptical, by the cynical, by the hypercritical and by the hypocritical. It is also asked by the seekers after truth. The answer is not difficult.

The common barberry (*Berberis vulgaris* and its horticultural varieties) should be exterminated because it propagates and spreads the devastatingly destructive black stem rust of wheat, oats, barley and rye. This fact has been demonstrated hundreds of times by scientists; and it has been observed thousands of times by farmers. Furthermore it has been demonstrated by several European countries that the barberry can be eradicated and that black stem rust can be controlled by the eradication of the bushes. This is no mere opinion; it is an established fact.

For at least two hundred and fifty years farmers in Europe have known that black stem rust was destructive to wheat and other grains growing near barberry bushes. Farmers in the United States have known this fact for over two hundred years. It was not known until 1865 just how barberry caused rust on grains, but it was known that it did cause rust. And it was known that the frequency and severity of rust attacks increased as the number of barberry bushes increased. So destructive did the black stem rust become in many districts in which there were large numbers of barberry bushes that the farmers clearly saw that they would either have to stop growing wheat and other grains or destroy the barberry. Many of them voluntarily dug their bushes but some of their less progressive neighbors did not, and therefore barberry eradication laws were passed.

In the United States the campaign for the eradication of barberry was begun in the spring of 1918. The first barberry eradication law was passed in North Dakota in 1917. Since that time legal provision has been made for eradication in the following states: Montana, Wyoming, Colorado, North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Michigan and Ohio. In addition, the Federal Horticultural Board has issued an order prohibiting the shipment of barberries into the thirteen states in which the barberry eradication is being carried on and

prohibiting also the interstate shipment of barberries within that area.

It should be remembered that the barberry cradication problem is regional. Barberries in the southern states do not rust. The rust in the extreme south lives thruout the winter in the summer spore stage and is therefore independent of the barberry. This, however, is not true in the northern states. It often is asked whether the rust can be blown up from the south to the north. Careful observations and experiments have been made on this problem since the fall of 1917. All of the evidence available at the present time indicates that the principal source of rust in the northern states is the common barberry.

The barberry should be eradicated immediately. There still are thousands of bushes in the wheat-growing states. About three and one-third million bushes have been found in the state of Wisconsin alone. In the entire barberry eradication area approximately 7,000,000 have been found since the eradication campaign was started. These bushes produce seeds which are distributed by streams of water, by birds and by other agencies. These seeds sprout and produce new bushes. During the past season about 130,000 new bushes were found. Assuming that each one of these bushes produced only fifty seeds which germinated and produced new bushes, the number of seedlings from these bushes would be 6,500,000. Every standing barberry bush therefore is a menace, not only because it develops rust but also because it continually produces more bushes.

How much damage can one barberry bush cause? During the summer of 1922 it was found that in Decatur County, Indiana, the rust spread at least five miles from one bush. Approximately thirty-five farms were affected by the rust. The farmers on eighteen of these estimated the total loss caused by the rust which had spread from this single bush at \$12,520. If a single bush is capable of causing this much damage in a single year, certainly no one can object to the eradication of the shrub.

There are two principal varieties of the common barberry—the green and the purple. The green variety is not a particularly desirable ornamental plant. The purple, on the other hand, is sometimes quite beautiful. However, it can be replaced with other shrubs. It is just as susceptible as the green form and should be eradicated. It is particularly fortun-

ate that the Japanese barberry, which is more beautiful than the common barberry, is immune from rust and therefore can replace the more susceptible common form.

Doubt has been expressed as to whether it would be possible to eradicate completely the tremendous numbers of barberry bushes which now exist. In northern Europe they have used crushed rock salt successfully to kill the bushes. About five pounds are applied to the base of the bush at any time of the year. This is sure death and is much more satisfactory than attempting to dig the bushes. In this country the use of ten pounds per bush is usually recommended.

This much is absolutely certain—if the barberry bushes are not eradicated but are permitted to remain and increase, the damage from black stem rust certainly will be even greater in the future than it has been in the past. Progress is being made by plant breeders and plant pathologists in the production of rust-resistant varieties, but we must also stop the rust at its source—the barberry. There is no guesswork about the necessity for eradicating the common barberry. The fact that it gives the black stem rust a start in the spring is as thoroughly established as any scientific fact can be. In order to preserve the grain crops of the present and to protect those of the future, it is absolutely essential to get rid of the common barberry.

Missouri Farmers Elevator Ass'n Meets.

The annual meeting of the Farmers Elevator & Warehouse Ass'n of Missouri was held at the Coates House, Kansas City, Mo., Feb. 14 and 15.

Addresses given on Wednesday were: Address of welcome, W. M. Symon, Chamber of Commerce; Response and president's address, P. E. Donnell, Waco, Mo.; "How We Make the Elevator and Warehouse Pay," R. H. McCullough, Polo, Mo.; "Seed Practices That Pay," C. E. Carter, Columbia, Mo.; "Why a State Ass'n of Farmers Elevators," W. R. Crowther, Golden City, Mo.; "Grain Marketing and Our Nation's Welfare," H. J. Waters; "Service to the Farmers Elevators," T. J. Hedrick, State Inspection and Weighing Dept.; "Our Greatest Need," H. R. Myers, Chicago, Ill.

Following the addresses, the dealers held a round table discussion and the following subjects were touched upon: Car distribution, monthly reports, hedging grain, storage rules, collecting claims, patronage v. stock dividends, increasing operating capital, mutual elevator insurance, and co-operative law. Many interesting points were brot out and all present enjoyed the discussion.

W. B. Dunwoody, Joplin, Mo., addressed the dealers on Thursday and gave his views on "The Farmers Elevator From the Millers' Viewpoint." He told of his relationship with the elevators and how the miller and the elevator operator must work together to obtain results. He further stated that the miller expects no more of a farmer's elevator than he expects from any other grain dealer, just plain service, and that in all his experience he had had no difficulty with farmers' elevators.

New officers elected were: W. R. Crowther, Golden City, pres.; L. G. Abel, Madison, 1st vice-pres.; R. H. McCullough, Polo, 2nd vice-pres.; Chas. F. Barren, Fayette, treas. The sec'y will be chosen by the directors. Directors elected for a year were T. Bauer, Cameron; G. D. Smith, Weston; E. J. Alexander, Monroe City; Ben Hoekstra, Chesterfield; W. Gray, Jasper; J. K. Russell, Perryville, and A. D. Teters, Sweet Springs.

BRAZIL is the second corn producing country in the world. Its normal crop is about 5,000,000 tons, or 196,000,000 bushels. Most of it is consumed on farms, as during the first nine months of 1922, but 6,424 tons were exported.

Speaking of Taxes.



Collector—Come Across with Your Barberry Tax.
Uncle Sam—How Much?
Collector—Fifty Million Bus. of Wheat.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—The following officers were elected at the annual meeting of the Grain Exchange: Guy Williams, pres.; F. K. Darragh, vice-president; August Probst, sec'y-treas.; G. J. Vizard, traffic mgr.; J. F. Mueller, chief inspector and weigher; John F. Weinmann, E. L. Farmer, C. L. Gordy, Lane Saterwhite and H. K. Cochran, directors.

CALIFORNIA

Los Angeles, Cal.—I. S. Laming of Pocatello, Idaho, has opened a grain and flour office here.

Stockton, Cal.—The A. W. Scott Co., of San Francisco has taken over the San Joaquin Wharf & Warehouse Co., of this city, and has established a branch office here.

Petaluma, Cal.—J. F. Parker has retired from the firm of Parker & Gordon, dealers in grain, feed and live stock, and has been succeeded by Paul Haney, an old employee.

San Francisco, Cal.—W. L. Beedy of the Sperry Flour Co. was recently elected chairman of the com'te on grain, which is the governing body of the Grain Trade Ass'n of the San Francisco Chamber of Commerce. Members of the com'te are as follows: A. J. Ames of the Guernsey-Ames Grain Co.; J. S. Crew, Albers Bros. Mfg. Co.; Juda Newman of Newman Bros., and E. Clemens Horst of the E. Clemens Horst Co. Henry C. Bunker was re-elected chief inspector; Seward McNear, flour inspector, and Miss D. Belknap, sec'y of the Grain Trade Ass'n.

Downey, Cal.—It is true that by mutual consent W. E. Henry and myself dissolved partnership on the first of year, the writer now being the sole proprietor. Altho Mr. Henry was quite seriously burned in an unfortunate disaster, he recovered fully and up to the first of the year acted in his usual capacity of outside solicitor dating from last August, at which time he reported for duty in his usual healthy and robust condition. (It was reported that Mr. Henry died April 21, 1922, of burns received in an oil station fire.) I thank you for a correction of this statement and assure you that Mr. Henry enjoys his resurrection immensely.—L. E. Price, Downey Grain Co.

San Francisco, Cal.—The com'te on grain of the Grain Trade Ass'n of the San Francisco Chamber of Commerce has unanimously adopted the following resolution pledging its support in inducing the Board of Harbor Commissioners to establish a grain terminal on Islais Creek: "Whereas, the com'te on grain of the Grain Trade Ass'n of the San Francisco Chamber of Commerce has been advised that an effort is being made on the part of some of the members of the Grain Trade Ass'n to induce the Board of State Harbor Commissioners to establish a grain terminal in the city of San Francisco for the handling of export shipments of grain, therefore be it resolved, that the com'te on grain unanimously favors any movement which will result in giving to the members of the Grain Trade Ass'n additional facilities for handling export grain shipments." A number of members of the ass'n have been working for the establishment of a terminal and have shown that practically all grain and grain products coming from the northern part of the state as well as reshipments from northern ports, are being handled at Port Costa, which is said to cause a loss of a half day in moving a vessel taking a part grain cargo to Port Costa. This is said to create a towage charge of \$200 on each shipment in addition to regular wage payment to stevedores. Another convincing argument that the terminal boosters have brot forth is the continued conflict with shippers who are trying to make steamer schedules with fast freight while grain dealers attempt to handle wheat, feedstuffs, barley, rice, flour and other grain products. It is contended that this would be eliminated by the erection of an exclusive grain terminal on Islais Creek.

Lincoln, Cal.—The Fayette Co-op. Elvtr. Co., of which Charles Barron is vice-pres. and general mgr., plans the erection of a \$10,000 building in addition to the one now being occupied.

CANADA

Vancouver, B. C.—The Prairie & Coast Grain Elvtr., Ltd., has incorporated for \$1,000,000. Head offices of the firm will be located in this city.

Lumbreck, Alta.—The Universal Brotherhood, also known as Dukhobors, has awarded contract to the Strong-Scott Mfg. Co., Ltd., for a 125-bbl. flour mill.

Vancouver, B. C.—The Port Commission has awarded contract to the Barnett-McQueen Co., Ltd., for plans and specifications for a 1,500,000-bu. storage annex.

Guernsey, Sask.—The elvtr. of the Lake of the Woods Mlg. Co. burned Feb. 7. The plant contained about 13,000 bus. of grain and 900 sacks of flour. Loss, \$20,000.

Goderich, Ont.—The Western Canada Flour Mills Co. is planning the erection of a 750,000-bu. addition to its elvtr. at this place. The addition will cost \$300,000 and is expected to be in readiness early in 1924.

Toronto, Ont.—William C. Ormond, well known as a grain and flour exporter, died Feb. 1 at the age of 49 years. Mr. Ormond, who had been in business here since 1905, is survived by his widow and three children.

Montreal, Que.—The 2,150,000-bu. elvtr. of the Grand Trunk Railway has been completed and the storage capacity of this city is 11,500,000 bus. It is believed that the commissioners will start erection of an elvtr. next season to cost \$2,000,000.

Winnipeg, Man.—The entire tenth floor of the new part of the Grain Exchange floor has been taken by James Richardson & Sons, Ltd., which is being finished and equipped into one of the largest and finest grain offices on the continent.

Petersborough, Ont.—The third unit of the Quaker Oats Co.'s plant which is being completed will be equipped with twenty-two stands of rolls, four sifters, sixteen ball bearing centrifugal reels, four ball bearing round reels, ten ball bearing purifiers, fans, Invincible Scourers, packers, dust collectors, Carter Disc Separators and two motors.

Vancouver, B. C.—C. E. Hall, known as one of the pioneer grain and flour dealers of western Canada, died Jan. 25. He and his son, J. E. Hall, were the founders of the Vancouver Mlg. & Grain Co., Ltd., which is said to be the largest flour and grain firm in the province. The late Mr. Hall had not taken an active part in the business for a number of years.

COLORADO

Hudson, Colo.—Jesse Taylor has resigned as mgr. of the Hudson Elvtr. and has succeeded H. P. Bell as mgr. of the elvtr. of the Colorado Mlg. & Elvtr. Co. at Windsor.

Denver, Colo.—The Moore-Lawless Grain Co. is no longer acting as Denver correspondent of the J. Rosenbaum Co. The company is now using the James E. Bennett wire.

A bill has been introduced into the Colorado Legislature to create the office of Colorado Director of Markets. The bill defines the power and duties of the office, fixes the term and salary of the office, creates the Director of Markets fund, and empowers the Directors of Markets to co-operate with the U. S. Dept. of Agriculture in establishing standard grades to agricultural products. The bill would abolish the office of state grain inspector and transfer the power and duties of that office upon the Director of Markets. The bill is now in the hands of the Com'te on Agriculture and Irrigation.

Wiggins, Colo.—Lloyd Council, formerly mgr. of the Farmers Flour Mlg. Co. at Fort Lupton, has succeeded Charles McDermott as mgr. of the Wiggins Farmers Co-op. Elvtr. Co.

Colorado Springs, Colo.—Harriet Liles has become pres. and mgr. of the R. B. Liles Grain Co., succeeding R. B. Liles who committed suicide a short time ago. The elvtr. is being offered for sale.

To authorize the formation of non-profit co-operative ass'ns, with or without capital stock, and with special privileges, is the purpose of a bill, No. 307, introduced into the Colorado State Legislature by Senators Warren and Bannister. Ass'ns formed under the act may make and execute marketing contracts which require members to sell, for any period of time, not more than ten years, all or part of the agricultural products produced. The ass'ns may also be interested in other corporations or ass'ns engaged in any phase of marketing agricultural products, and in lieu of all franchise, license or corporation taxes, the ass'n need pay but \$10 annually. The act also makes it unlawful and subject to \$500 fine, for any person, firm or corporation conducting a warehouse or grain elvtr. in Colorado to solicit, persuade or permit any member of such ass'ns to breach his marketing contract by accepting such member's products for sale, contrary to the marketing agreement already agreed to by the member.

IDAHO

Burley, Idaho.—The Pioneer Seed & Grain Co. has increased its capital stock from \$25,000 to \$75,000.

Pocatello, Idaho.—The McCoy Grain Co. has incorporated for \$25,000. Directors are O. D. Leta and C. T. McCoy and T. R. Price.

American Falls, Idaho.—The elvtr. of the Intermountain Mlg. Co., containing about two carloads of wheat, burned Feb. 11, at a loss of \$15,000; insured. The elvtr. is being operated by the Bankers Trust Co., of Salt Lake City, as receiver. The matter of rebuilding will be taken up in a short time.

Arimo, Idaho.—W. Chatterton, an employe of the Inter-Ocean Elvtr. Co., was painfully injured when, in working about the machinery, he was thrown forcibly against the wall, his hand coming in contact with a large spike which was sticking thru the wall. The spike penetrated his hand, going nearly thru it, but the wound, after being dressed, is not thought to be serious.

Boise, Idaho.—The com'te on agriculture has introduced a bill, S. B. 298, entitled, "An Act creating terminal elevator and warehouse districts; providing for the organization and government thereof; authorizing a vote of qualified electors, as defined herein, upon the issuance of bonds by said district for purposes defined herein; and providing for interest and sinking fund to retire said bonds; providing for the location, financing, building and management of warehouses and elvtrs. constructed by said district; providing that same shall be public, bonded warehouses under existing law, and prescribing the form of warehouse receipt to be issued; exempting the property of said district and products stored therein from taxation except as herein provided."

ILLINOIS

Bunker Hill, Ill.—Jacob Mamie's elvtr. burned Feb. 15.

Mendota, Ill.—The Mendota Farmers Elvtr. is planning the operation of a grist mill here.

Union Grove, Ill.—A Kewanee Truck Lift has been installed in the elvtr. of W. B. Bull & Son.

Buffalo, Ill.—The J. E. McCann Grain Co. has decreased its capital stock from \$20,000 to \$13,000.

Lockport, Ill.—A \$30,000 addition will be erected to the elvtr. of the Northern Illinois Cereal Co.

Chester, Ill.—The capital stock of the H. C. Cole Mlg. Co. has been increased from \$500,000 to \$750,000.

Cuba, Ill.—The Cuba Co-op. Grain Co., owner and operator of the farmers' elvtr., is planning to reorganize.

Woosung, Ill.—The elvtr. of the B. P. Hill Grain Co. will be equipped with a Hall Signaling Non-Mixing Grain Distributor.

Fiatt, Ill.—V. C. Brown, formerly elvtr. foreman for the Pekin Farmers Grain Co., is now in charge of the elvtr. of the Farmers Grain Co.

Rock Falls, Ill.—W. J. McCarthy's plant has been equipped with two 25-h.p. G. E. Motors, a 26-inch Unique Attrition Mill and a Western Sheller.

Wing, Ill.—William Barclay is the new mgr. of the elvtr. of the Inland Grain Co. He has been in charge of the elvtr. of Fiatt until recently.

Patoka, Ill.—The Farmers Elvtr. Co. held its annual meeting last month at which outgoing directors were re-elected, together with George Wasem as mgr.

Murphysboro, Ill.—Elmer G. Smith has resigned as mgr. of the Southern Illinois Mfg. & Elvtr. Co. with whom he has been connected for the last 26 years.

Breese, Ill.—The warehouse of the Breese Grain Co. is to be remodeled. Contract has been awarded to P. F. McAllister & Co. and work will be started April 1.

Cerro Gordo, Ill.—I sold out my elvtr. at Milmine, Ill., last November to C. L. Smith, as reported, and have bot the C. A. Stout elevator at this place to take possession March 1.—O. N. East.

Cairo, Ill.—Contract for taking down the Cairo Elvtr. erected about fifty years ago by the I. C. R. R., has been awarded. A new terminal will be erected to replace the plant, either at this place or Mounds.

Gibson City, Ill.—The plant of the Farmers Elvtr. Co. is being remodeled and equipped with two conveyors, steel spouts and new distributors. Contract for the work has been awarded to P. F. McAllister & Co.

Kankakee, Ill.—Final arrangements have been made by the Chamber of Commerce to establish a grain inspection buro in this city which plan will be carried out immediately. G. E. Overlock of Chicago has been appointed inspector.

Decatur, Ill.—The Shellabarger Elvtr. Co., whose mill and elvtr. burned Feb. 3, is making plans for rebuilding a plant to have a capacity of 7,000 bus. daily. It is expected to be in readiness in four to six months. Later figures prove the loss to reach almost \$200,000 with insurance of \$135,000.

Representative Maher introduced in the House of Representatives, Feb. 13, Bill No. 153, to suppress bucket shops in Illinois and Bill No. 154 which amends the present bucket shop act by increasing fines from \$200 to \$500 and \$500 to \$1,000, and imprisonment to two years. Both bills have been referred to the License and Miscellaneous Com'te.

Thomasboro, Ill.—The elvtr. of the Sharps Farmers Elvtr. Co. collapsed Feb. 5 when a truss rod inside the elvtr. broke under the weight of the grain. Several carloads of shelled corn were scattered on the interurban tracks causing traffic to be held up for a time. Most of the corn was saved.

Chatsworth, Ill.—The partnership existing in the Kohler Bros. Grain Co., operator of two elvtrs. here, was dissolved last month. Clair and H. A. Kohler have withdrawn and the business will hereafter be conducted by A. B. and Philip Kohler. Clair Kohler will be employed for the present time as mgr. of the grain and coal business.

Ashland, Ill.—The partnership of Elmore & Lemmon was dissolved Jan. 1, 1923. The writer has sold his interests in elvtrs. and coal businesses at Nebo and Pleasant Hill to Lemmon Bros. of Nebo. Possession was given Jan. 1. Mr. Lemmon and his wife were killed in an automobile accident last September. The old firm was organized in 1902. The total business was settled up to the entire satisfaction of all parties concerned.—V. C. Elmore.

Springfield, Ill.—The Illinois Commerce Commission issued an order, effective Feb. 15, providing that all leases by common carriers to be approved by the commission must be accompanied by a sworn statement to show the valuations that make the rental charge. The railroads are thereby under oath to give the correct valuation of the property to be leased and the elevator operators can check up the valuations given by comparing them with the value of adjoining land.

Springfield, Ill.—An amendment to the state constitution was proposed Feb. 21 by Senator Kessinger directing the legislature to enact laws prohibiting "all contracts dealing in options to buy or sell at a future time any grain or other commodity, where the result is a hazard or uncertain," and declaring all such contracts void. The chance of this amendment being submitted to the people is practically nil,

and nearly all who are in favor of amending the Constitution prefer to have first an amendment permitting more than one change at a time.

CHICAGO NOTES.

Charles L. Dreyfus and Louis L. Dreyfus of Dreyfus & Co., Paris, France, have applied for membership in the Board of Trade.

The 30th annual convention of the Illinois Grain Dealers Ass'n will be held at the Hotel LaSalle, Chicago, May 15 and 16.—W. E. Culbertson, sec'y.

James S. Schonberg has assumed the management of the export department of the Uhlmann Grain Co. He was until recently connected with James Carruthers & Co., Inc., at New York.

The Pennsylvania Railroad, whose elvtr. here burned in November, has decided to rebuild the plant, altho no contracts have been awarded and capacity of new plant has not been decided. The elvtr. was operated by Hales & Hunter.

An amendment to the rules of the Board of Trade has been posted changing Section 3 of Rule XXII to make deliveries 2,000 instead of 1,000 bus. in any one elvtr., and making the discount on No. 3 white oats 2½ instead of 1½ cents per bu.

Appeal fees charged on carload lots of grain will be reduced, effective Mar. 1, from \$5 to \$2 by the Illinois State Com'te on Appeals, Chief State Grain Inspector Chas. J. Peters informed Sec'y John R. Mauff of the Board of Trade, Feb. 15. Adolph Gerstenberg, chairman of the Grain Com'te, has been working for two years to get this reduction.

Peter S. Goodman, well known as a crop reporter, financial expert, statistician and writer, died suddenly Feb. 18. He had spent the day in tramping about the Indiana dunes which he visited weekly, and it is believed that the cold had caused fatal overstrain. Mr. Goodman was 65 years of age, and is survived by his father, three sisters and one son.

Definite plans for the erection of a new building for the Board of Trade will probably be made this year. The new building com'te, of which B. A. Eckhart is chairman, submitted a report at a meeting of the directors, Feb. 12. The com'te advised waiting for a time, but reported that it was much impressed by improved business and financial conditions, and Pres. Stream stated that he believed the proposition would be put up to the membership for vote in a short time.

The new office of the executive vice-pres. of the Board of Trade was filled Feb. 20 by the appointment of John R. Mauff, who has been sec'y since 1917, its vice-pres. for 2 years, and for 6 years a director. His wide acquaintance and practical knowledge of the grain trade will relieve the annually elected president of many burdens. He is succeeded as sec'y by J. J. Fones, for two years vice-pres., and well versed in the many activities of the Exchange. Mr. Fones engaged in the country grain business in 1880 at the age of 19 with his father at Wall Lake, Ia. Later he was a member of Fones & Connor, operating a number of country stations, with headquarters at Tama, Ia. He came to Chicago in 1890 for Fones & Connor and was successively identified with W. S. McCrea & Co., Lasier & Hooper, the Northern Grain Co., and E. W. Wagner & Co., as manager of their grain receiving departments.

A proposed amendment to the rules of the Board of Trade has been posted raising the transfer fee on memberships from \$250 to \$500, and changing the disposition of the fund to the following: "One-half of the moneys derived from the transfer of memberships under and by virtue of the provisions of this rule shall constitute a fund to retire memberships, at the discretion of the Board of Directors, at a sum not in excess of six thousand dollars (\$6,000), provided such sum of money is available from the special fund as contemplated. The remaining funds so derived shall be applied as required by the Board of Directors to the liquidation of the bonded indebtedness of this Ass'n. Whenever the fund applicable to the liquidation of the bonded indebtedness of the Ass'n shall realize a sum equal to the amount of the outstanding bonds, all moneys thereafter derived from the transfer of memberships, under and by virtue of the provisions of this rule, shall be applied to the fund for the retirement of memberships."

INDIANA

Connersville, Ind.—A. Kunkel has become connected with the Fayette Grain Co.

Amboy, Ind.—William Little has equipped his plant with a 16-inch Unique Attrition Mill and a Triumph Corn Sheller.

Merom Station, Ind.—Charles W. Cooper, mgr. of the Farmers Union Elvtr., died of apoplexy a short time ago at the age of 62 years.

New Waverly, Ind.—The Farmers Elvtr. Co. has filed preliminary certificate of dissolution. The elvtr. was disposed of some time ago.

Albion, Ind.—The elvtr. of Stiefel & Levy suspended operations a short time ago until repairs could be made on a belt that broke.

Portland, Ind.—The elvtr. of Cartwright & Headington was slightly damaged by fire recently when a spark from a motor ignited some chaff. The fire was extinguished by the use of chemicals.

To give a thrasher lien on all grain thrashed until paid for his work, is the purpose of S. B. 291, introduced into the Indiana Legislature by Senator Cann. The bill is now before the Com'te on Agriculture.

Hobbs, Ind.—The firm of Smith & Ackles, operator of an elvtr. here, has purchased the elvtr. of C. Cunningham & Son and has taken possession. Messrs. Smith and Ackles purchased the elvtr. of Cook & Jessup some time ago and with the recent acquisition they now have full control of the elvtr. business in this city.

Arlington, Ind.—Elmer Hutchinson, vice-pres. of the Grain Dealers National Ass'n and pres. of the Indiana Grain Dealers Ass'n, recently sold out his business to his sons, Ross M. and Lowell Hutchinson, who will continue the business under the old name of Hutchinson & Son. Mr. Hutchinson has been in business here for 28 years.

Monroe, Ind.—Thirty bus. of clover seed, valued at \$11 a bu., were stolen from the elvtr. of the Monroe Grain Co. last month. An attempt to rob the plant of the Burk Elvtr. Co. the following day was also made by persons believed to have been connected with the Monroe robbery. The thieves have been traced and altho no arrests have resulted, later developments are expected.

Hemlock, Ind.—Earl Oldfather, aged 23 years, who is being held on charges of burglarizing a number of elvtrs. in this vicinity, has confessed. His confession disclosed the whereabouts of most of the stolen goods with the exception of a typewriter, adding machine and a number of automobile tires. It is believed that he may be attempting to shield Frank Pugh, aged 20, who has also been arrested, but has denied all part in the proceedings. Arthur Fitzharris, aged 22, has been arrested in connection with the robberies and has also confessed. Elvtrs. at this place, Walton, Twelve Mile and Logansport, in addition to a garage and a general store at Walton, have been robbed.

IOWA

Grinnell, Ia.—H. B. Booknau is the new mgr. of the Farmers Elvtr. Co.

Luverne, Ia.—Farmers here are planning the organization of a farmers co-op. elvtr.

Mount Union, Ia.—P. A. Wiederecht has been elected mgr. of the Farmers Elvtr. Co.

Cedar Falls, Ia.—R. A. Gage is the new mgr. of the elvtr. of the Farmers Exchange.

Iowa Falls, Ia.—The Farmers Elvtr. Co. will hereafter be known as the Buck Elvtr. Co.

George, Ia.—E. C. Bergfield, mgr. of the Farmers Elvtr. Co., died a short time ago.

Ocheydan, Ia.—The elvtr. of the Farmers Co-op. Elvtr. Co. will be repaired in the spring.

Davenport, Ia.—The Community Mfg. Co. has increased its capital stock from \$50,000 to \$60,000.

Nashua, Ia.—Jerome Walsh is now in charge of the elvtr. of the Farmers Equity, succeeding Mgr. Horn.

Cedar Rapids, Ia.—My son, Howard Douglass, has opened a grain brokerage office here.—Charles L. Douglass.

Orange City, Ia.—H. J. Huibregtse is the new owner of the plant of the Jelgerheus Elvtr. Co. He has already taken possession.

Lake Mills, Ia.—Conrad Nelson, mgr. of the Farmers Elvtr. Co., was married to a Miss Oswald of Kanlontown a short time ago.

Farmington, Ia.—A. J. Miller's mill burned Feb. 8, the fire being caused by a gasoline explosion. No insurance covered the loss.

Osage, Ia.—Plans are being made by the Osage Grain & Supply Co. to take over the business of the Osage Equity Shipping Ass'n.

Des Moines, Ia.—The safe of the Sargent Hay & Feed Co., operator of a grain elvtr., was opened by thieves and relieved of \$250 Feb. 13.

Lytton, Ia.—The board of directors at its regular monthly meeting, elected R. L. Friend assistant mgr.—Lytton Farmers Elvtr. Co., R. A. Friend, mgr.

Luther, Ia.—The safe of the Farmers Co-op. Elvtr. Co. was blown open by thieves who found about \$25 Feb. 8. Other places of business were visited and robbed the same evening.

Polk City, Ia.—J. C. Smith of Granger has been appointed mgr. of the elvtr.—W. J. Schaal, pres. Farmers Grain Co.—It was reported that a Mr. Kelley had succeeded Bert Crum as mgr. of this firm.

Van Horne, Ia.—Mr. and Mrs. U. S. Fry, pioneer residents of this city, celebrated their golden wedding anniversary Feb. 3. Mr. Fry was engaged in the grain business here for a number of years.

Ferguson, Ia.—Farmers in this vicinity held a meeting Feb. 16 at which was discussed the plan of forming a co-op. company to operate a farmers co-op. elvtr. The Ferguson elvtr. burned a short time ago.

Des Moines, Ia.—Anna Kegler Hoeys, wife of Fred B. Hoeys, sec'y-treas. of the Falcon Mlg. Co., operator of an elvtr. here, died Feb. 5 at the age of 39 years. Mrs. Hoeys had been in poor health for almost five years.

Cleghorn, Ia.—At the annual meeting of the Cleghorn Co-op. Elvtr. Co., S. H. Lassen urged the need of better equipment. The case of A. M. Galvin vs. this firm in which default of defendant was noted, has been settled.

Massena, Ia.—We have erected an additional office for more room, 12 or 14 feet square, for use by the board of directors and for other meetings.—E. E. Perry, mgr. Farmers Elvtr. Co.—It was originally planned to repair the office.

Letts, Ia.—Weber & Huston, of Columbus Junction, have purchased the McKee Bros. & Co.'s grain, feed and mill business. The new firm will put in a full line of feed, also a line of seeds. C. C. Snyder will remain in charge of the business.—J.

Senator Buser has introduced into the State Legislature a bill for an act that would provide for the supervision and regulation of the service and rates of telephone companies. The bill has been referred to the com'te on telegraph and telephone.

Randolph, Ia.—The 15,000-bu. concrete elvtr. of the Farmers Elvtr. Co. has been completed and is now in operation. The plant is 70 feet high and has been equipped with sheller, cleaner, automatic air pressure and auto truck dump. It was erected at a cost of \$15,000.

Onawa, Ia.—George O. Holbrook, owner of the Illinois Central Elvtr., a director of the Onawa Co-op. Co. and a well known banker of this city, died suddenly Jan. 31 at the age of 55 years. He is survived by his widow, a son and daughter, and two brothers.

Lewis, Ia.—James Kennedy, pres. of the Farmers Elvtr. Ass'n, is acting as temporary mgr. of the elvtr. during the absence of J. L. Williams, who is reported as having been arrested on a forgery charge at Fullerton, Neb. It was reported that J. S. Williamson had succeeded George Fisher as mgr. of the elvtr.

Cedar Rapids, Ia.—Thomas Hastings, office mgr. of the Quaker Oats Co., died at his home recently. Mr. Hastings had been a resident of this city since 1914 and had been in the employ of the company for 19 years. He was 41 years old and is survived by his wife and three children. The body was taken to Creston for burial.—J.

Maquoketa, Ia.—Ivan Banks, proprietor of a grain and feed mill, received serious injuries when his arm was caught by a revolving belt and his body was whirled several times around a shaft before bystanders could stop the machinery. His arm was broken in several places and mashed so that amputation was necessary. Mr. Banks is well known in Jackson county because of his various activities as miller, grain dealer, auctioneer and owner of a threshing and silo-filling outfit.—J.

Davenport, Ia.—The Iowa supreme court has affirmed the second verdict obtained by the Davenport Elvtr. Co. in a long fought lawsuit in the Lyon district court at Rock Rapids. The case was against John P. Halloran and suit was brct on claims of failure to deliver grain as per contract. The Davenport Co. secured a verdict for \$1,037.26.—J.

Searsboro, Ia.—The office of the Bowen Grain & Lumber Co. was burned Feb. 4. The town fire engine failed to function, due to the extreme cold weather, so it was impossible to save the building. Books, records and the adding machine were removed, however, and the fire prevented from spreading. Loss \$2,000; insured. The company plans to rebuild the office.

Council Bluffs, Ia.—Andrew Jensen, an employee of the Omaha Elvtr. Co. and formerly with the Trans-Mississippi Grain Co. for eight years, was caught and crushed to death between the drawbars of two loaded grain cars Feb. 17, as a string of cars were pushed together on the company's side tracks. Mr. Jensen is believed to have made an attempt to reach the other side of the track by passing thru a narrow opening between two cars and that the cars were forced together unexpectedly. He made no outcry and was not found until almost five minutes later when W. C. Young, inspector from the Omaha Grain Exchange, passed the cars which were being loaded in the elvtr. shed and moved down the track by a cable attached to a motor used for that purpose. The man's body was badly crushed and he died before medical aid could be administered.

KANSAS

Centerville, Kan.—The Centerville Flouring Mills burned Feb. 7.

Salina, Kan.—The Bartlett Grain Co. is no longer located in this city.

Seguin, Kan.—The Robinson Mlg. Co. is the new owner of the J. F. Jones Elvtr.

The Kansas Grain Dealers Ass'n will hold its 26th annual meeting at Topeka, May 16 and 17.

Lindsborg, Kan.—Our elvtr. was completed September, 1922.—Lindsborg Mlg. & Elvtr. Co.

Lane, Kan.—W. W. Lehigh has succeeded Noah Kimbal as mgr. of the Lane Co-op. Elvtr. Co.

Hopewell, Kan.—The elvtr. of the Producers Grain Co., owned by E. M. Smart, burned Feb. 9.

Deerfield, Kan.—The Moore Grain Co., of Hutchinson, has purchased the elvtr. of C. C. Isely & Co.

Wichita, Kan.—A reinforced concrete storage house is being erected for the Kansas Mlg. Co. at a cost of \$28,000.

Wellsville, Kan.—R. N. Crook, formerly mgr. of the Norwood Co-op. Ass'n of Norwood, is now in charge of the Farmers Business Ass'n here.

Fairview, Kan.—Mgr. Carr will hereafter be in charge of the elvtr. of the Farmers Elvtr. Co., succeeding W. C. Watson. Mr. Carr was formerly located at Drexel, Mo.

Geneseo, Kan.—We recently moved our office from this city to Lyons and are located in general offices of the Lyons Mlg. Co.—Geneseo Grain Co., by H. L. Shellenberger.

Buffalo, Kan.—Charles Thomas has succeeded Frank Dumond as mgr. of the Buffalo Grain Co. Mr. Dumond has become connected with the Hall-Baker Grain Co. at Kansas City, Mo.

Topeka, Kan.—The Golden Belt Grain Co. is out of business and the Kansas Terminal Elvtr. Co. has been organized in its stead. The new firm will lease the elvtr. to the Derby Grain Co.

Sanford, Kan.—The Sanford Grain & Supply Co. plans to have its elvtr. electrically driven. Contract has been awarded to local power company and 7½ and 10½-h.p. motors have been purchased.

Tecumseh, Kan.—Fire completely destroyed the Tecumseh Elvtr., also known as the R. & M. Grain Co., Feb. 12. As this was the only elvtr. here, another one will probably be built soon.—N. P.

Marysville, Kan.—The Marysville Mill & Elvtr. Co. is planning the installation of a new flour mill which will increase the capacity of the present mill to 350 bbls. daily. The improvements will cost \$30,000.

Lebanon, Kan.—Receivers of the Smith County Farmers Union Co-op. Ass'n will offer the five elvtrs. of the firm located at Claudell and Cedar, Gaylor, Athol and in this city at public sales to be held March 5-9.

The bill of Representative Markley, which would permit counties and townships to build elvtrs. and to vote bonds without limit for the construction of elvtrs. and grain storage warehouses, was killed by the state affairs com'te Feb. 1.

Fredonia, Kan.—Mark Wiley of the Wiley Mlg. Co., operator of an elvtr. here, and E. S. Davis of the Davis Wholesale Co. have combined forces and have organized and incorporated the Davis Products Co. with a capital of \$50,000.

Winfield, Kan.—The Clarkson Tunnel mill is being taken down and a \$15,000 flour mill with a daily capacity of 100 bbls. will be erected on the same site. The project is being financed by L. W. Hoover, B. D. Coverly and John L. Morton.

Holton, Kan.—Lewis Carnahan, mgr. of the elvtr. of Bernard & Dunn, recently purchased a fourth interest in the business and hereafter it will be conducted under the name Bernard, Dunn & Co. Mr. Carnahan also held the position of bookkeeper for the last five years.

Galatia, Kan.—The building of the Galatia Farmers Mlg. Co. was sold at a sheriff's sale recently to the Reyburn Construction Co. of Kansas City for the sum of \$20,693.23. This sale is the result of a suit filed by the construction company last year. The building has been recently completed, the machinery not having been installed.

Topeka, Kan.—The Trusler Grain Co., with headquarters at Emporia, opened a branch office in the New England Bldg. Feb. 20, with private wires to eastern markets. Clark Childs & Co. and James E. Bennett & Co. are its New York correspondents. The firm has memberships in the Topeka and Chicago Boards of Trade. L. C. Stroh will be in charge of the office.—N. P.

Topeka, Kan.—John F. Jones, former pres. and mgr. of the Golden Belt Grain & Elvtr. Co. of this city, underwent a serious operation Feb. 15 at Mayo's at Rochester, Minn. I had a wire to the effect that he was getting along nicely. He has sold his elvtr. at Sequin to the C. E. Robinson Grain Co. of Salina. He will retire from the grain business for the present at any rate.—F. S.

Topeka, Kan.—Grain dealers are urged by Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n to write the representatives and senators of their districts urging the passage of Senate Bill 224, also known as House Bill 247, providing for the valuation of sites for grain elvtrs. located on railroad rights of way and for the determination of rentals and conditions of leases by the Public Utilities Commission, in the event of disagreement between the owner of the elvtr. and the railroad company.

Pittsburg, Kan.—Burglars entered the office of the Pittsburg Elvtr. Co. and by use of sledge and punches forced open the door of the vault. The burglars obtained only about \$2.50 in postage stamps for their trouble. The company uses its vault for records which are of no value to outside parties. This is the second time the vault has been entered in the past eight or ten years. Recently A. L. Scott, pres. of the elvtr. company, bid on \$115,000 sewage disposal bonds in his local city and it is thought that the reports of his bidding on this amount of bonds caused some foolish people to believe that he kept money or bonds in the vault in the company office, but it appears not to have been the case.

KENTUCKY

Louisville, Ky.—William M. Woolcott of Winchester has purchased the elvtr. and property of the Fleischman Malting Co. for the sum of \$55,000. Mr. Woolcott plans the expenditure of \$10,000 in remodeling the elvtr which he will operate.

LOUISIANA

New Orleans, La.—The firm of Anderson & Jackson, Inc., is now in liquidation.—Anderson & Jackson, Inc., by P. R. Beird.

MARYLAND

BALTIMORE LETTER.

John H. MacMillan and E. Graham Boyce have applied for membership in the Chamber of Commerce.

The board of directors of the Chamber of Commerce elected the following to compose the arbitration com'te: Charles England, Robert E. Lee Marshall, Henry M. Warfield, Edward T. Sheil, Jr., and A. F. Sidebotham. Mr. England will act as chairman of the com'te.

The Baltimore Chamber of Commerce is contemplating the change back to the former name of Corn and Flour Exchange. Such action can not be carried out until an act of legislature is passed and nothing can be done until a meeting of the General Assembly is held in 1924.

MICHIGAN

Hastings, Mich.—The Edmond Elvtr. & Implement Co. has been incorporated for \$50,000. This company is also known as Carey U. Edmonds.

Detroit, Mich.—F. William Lichtenberg, the oldest member of the Board of Trade, died Feb. 8, at the age of 80 years. He was a native of Germany but came to America when he was a boy and engaged in the produce business, later in the grain and feed business. He was an active member of the Board of Trade for 45 years and served as pres. of the exchange for two terms. The Board adopted resolutions expressing sorrow and attended the funeral in a body. Mr. Lichtenberg was also well known in civic affairs.

MINNESOTA

Lake Lillian (Bird Island p. o.), Minn.—A co-op. ass'n has been formed in this city and an elvtr. will be erected.

Willmar, Minn.—Edward Berry, state grain inspector, and formerly located at Minneapolis, accidentally shot himself a short time ago.

Wanda, Minn.—Fire which destroyed Albert Spaulding's elvtr., as reported, was caused by defective wiring in the top of the building.

Lake Elmo, Minn.—E. N. Hasley has resigned his position as agt. for the Equity Co-op. Exchange. He will not be engaged in the grain business.

Montevideo, Minn.—The mill and elvtr. of the Chippewa Mlg. Co. has been temporarily closed. R. E. Williams, mgr., is in the East at the present time, altho still connected with the company.

A bill recommending the establishment of state-owned elvtrs. has been passed by the grain and warehouse com'te of the House of Representatives. The bill calls for a constitutional amendment which would require a vote by the people.

A bill before the Minnesota House of Representatives provides that an employee of the state grain weighing and inspection department who is 60 years of age and who has been employed for more than 25 years by the department, may be retired on a pension of one-half his salary.

St. Paul, Minn.—Appointment of a state grain grading com'te has been authorized in a bill recommended for passage Feb. 8 by the house com'te on grain and warehouses. The bill, which has passed the Senate, provides for a com'te of seven members, four from the House and three from the Senate, to confer with similar com'tes from Montana, North Dakota and South Dakota on grain grading and terminal facilities.

St. Paul, Minn.—Contracts and options for future grain delivery would be taxed 10 per cent under a measure introduced in the Minnesota House Feb. 21 by Representative A. C. Welch. The bill provides that in addition to the taxes now imposed by law, there be levied a tax of 10 per cent per annum of the value of property covered by such contracts upon each and every sale, agreement of sale or agreement to sell grain or grain products for future delivery and upon every option or contract for such contract. Exceptions are made in cases where persons or corporations are regularly engaged in the business of growing, dealing in or manufacturing actual grain or grain products. The bill would also provide for the licensing and registration of all growers and brokers with the state railroad and warehouse commission.

Myrtle, Minn.—The Speltz Grain & Coal Co. of Albert Lea has taken over the business of the Eclipse Lumber Co. and is now operating fourteen elvtrs. and three lumber yards thruout southern Minnesota.

DULUTH LETTER.

The Russell-Miller Mlg. Co. has awarded contract to the Barnett & Record Co. for the erection of a 2,500,000-bu. reinforced concrete elvtr. on Rice's Point.

E. J. Wenzel has been elected to membership in the Board of Trade on a transfer from R. C. Schiller, as reported. He will represent the International Grain Co. on the floor.

Francis Hanson has been appointed a member of the Board of Grain Appeals to succeed his father, Louis Hanson, who died several months ago. Mr. Hanson was engaged in the Minnesota State inspection department for fifteen years, held the position of inspector for ten years and for the last six months he has been acting as assistant chief deputy inspector.

MINNEAPOLIS LETTER.

Edward B. Clement, a resident of this city for 67 years and formerly a grain dealer, died a short time ago at the age of 76 years.

O. A. Readfield, who was connected with the State Grain and Scale Inspection Departments for the last 35 years, died in the hospital Feb. 13. Mr. Readfield was well known in the local grain trade.

Repairs and improvements on the elvtr. and feed mill of the Fruen Cereal Co., which were damaged by fire in November, have been completed. Larger motors have been installed and the capacity of the elvtr. increased to 35,000 bus.

MISSOURI

Maryville, Mo.—I am contemplating building an elvtr. soon.—J. R. Cook.

St. Joseph, Mo.—R. W. Dorrough has succeeded Ira Updike as mgr. of the Armour Grain Co.

Hamilton, Mo.—F. E. Muller recently resigned his position as mgr. of the Farmers Produce & Grain Co. He has been succeeded by O. C. Dunlap.

St. Joseph, Mo.—P. P. Welty has succeeded P. E. Smith as doorkeeper of the Grain Exchange.

Fulton, Mo.—Plans are being made to organize a \$20,000 corporation which will build and operate a farmers' elvtr. and warehouse.

New Hampton, Mo.—A new wareroom has been erected to the elvtr. of the Farmers Grain, Produce & Mercantile Co. at a cost of \$1,050.

Aullville, Mo.—I have accepted a position with J. S. Klingenberg & Son to operate their recently completed elvtr. here.—W. D. Bastian.

The Senate Com'te on Agriculture of Missouri killed Senate Bill No. 126 which had been introduced by Senator Brookshire to provide public hay tracks and state inspection of hay in the state of Missouri at terminal points on railroads.

Poplar Bluff, Mo.—R. A. Irwin has resigned as mgr. of the Butler County Mlg. Co., operator of an elvtr., and has been succeeded by Elmer D. Frank who has been miller and wheat buyer for the firm for 17 years. Mr. Irwin has again become connected with the Arkadelphia Mlg. Co.

An effort to have the Missouri state marketing bureau abolished was defeated when the Senate Com'te on Agriculture of the state killed Senate Bill No. 122, introduced by Senator Brogan. The bureau was established by the State Legislature in 1921.

Craig, Mo.—The Craig Grain Co. is operating the 20,000-bu. elvtr. recently completed. The plant was rebuilt to replace the elvtr. of the Farmers Elvtr. Co. which burned last October, but it will be operated by the Craig Co. R. E. Sellers, who was badly burned in the fire, will continue as mgr.

Sweet Springs, Mo.—The Sweet Springs Elvtr. Co., also known as the Farmers Elvtr. & Grain Co., has been awarded a second verdict of \$27,000 against the Missouri Pacific Railroad. The elvtr. of the company burned in September, 1918, the fire said to have originated from sparks from an engine. A verdict of \$40,000 was awarded on the first trial.

Blosser (Malta Bend p. o.), Mo.—The elvtr. of the Rea & Page Mlg. Co. will be enlarged by the addition of 35,000 bus., giving the plant a total capacity of 55,000 bus. The addition will be of concrete and work will start at once, expected to be completed in time for the next crop. Contract was awarded to the Lehrack Construction Co.

Springfield, Mo.—The Holland-O'Neal Mlg. Co. has purchased the storage warehouse of the Newton Grain Co. and plans to remodel the building, equip it with machinery and to erect a 25,000-bu. elvtr. in connection. An office building and grain laboratory will also be built. The milling company has been using this building for the last six years.

St. Joseph, Mo.—We are indebted to N. K. Thomas, sec'y, for a copy of the annual statistical report of the St. Joseph Grain Exchange for 1922. Lists of the officers and directors, regular com'tes, former officers, grain and milling firms represented on the Exchange are given, with capacities of mills and public and private elvtrs. at St. Joseph, 1922 statistics showing the local consumption of grain, production of mills and industries, receipts and shipments of grain.

KANSAS CITY LETTER.

J. S. Bache & Co., of New York and Chicago, have opened a branch office in this city which will be managed by Charles D. Crotchet.

Additions have been made to the grain capacity of the Heart of America Mills, a feed plant operated by the General Commission Co.

Frank Dumond, formerly connected with the Buffalo Grain Co. at Buffalo, Kan., has become a salesman for the Hall-Baker Grain Co. here.

The Fisher & Fisher Grain Co., recently incorporated for \$20,000 to do a receiving and shipping business, has opened offices in the Clover Bldg.

Leavenworth Fowler of the Fowler Grain Co. died Feb. 19 after being ill for several weeks. He was 59 years old and had been a member of the Board of Trade for 25 years.

W. C. Goffe, receiver for Dilts & Morgan, Inc., has notified creditors that claims against the company must be filed with the district court for the western division of Missouri or with E. H. McVey, special master, on or before March 15.

J. W. Perry, receiver of Houston, Fible & Co., has been authorized to sell the memberships of the company in the New York Cotton and Stock Exchanges and the Chicago Board of Trade and Stock Exchange. The memberships are valued at \$131,000.

F. C. Vincent of the Simonds-Shields-Lonsdale Grain Co. has sailed for Europe with his wife. While he is abroad Mr. Vincent will represent the Kansas City Chamber of Commerce at the convention of the International Chamber of Commerce to be held in Rome, Italy, March 18-25.

We will be ready for business on the first of March and expect that our million bus. elvtr. on the M. K. & T. tracks will be ready some time during March. Our office at Kansas City will be at 338 Kansas City Board of Trade Annex and in Chicago, 87 Board of Trade. Fred Uhlmann in Chicago will be pres. of our firm and Richard Uhlmann, sec'y-treas. Both will reside at Chicago. The writer will reside at Kansas City and will be the vice-pres. The name of the firm will be the Uhlmann Grain Co.—Paul Uhlmann.

Members of the Board of Trade voted favorably Feb. 17 on an amendment to the rules which will permit local elvtrs. to make an insurance charge of 40 cents per thousand bus. per month or fraction thereof on grain delivered on future contracts by issuance of regular warehouse receipts, the charge to be assessed from the date of issue of warehouse receipts. This amendment has no connection with the regular rate of 25 cents a car charged by elvtrs. to cover insurance on grain handled as direct transfers and 40 cents per thousand bus. per month or fraction thereof on grain in storage. The latter charges are a part of the regular schedule of rates for handling grain and are controlled by the state warehouse commission.

ST. LOUIS LETTER.

The directors of the Merchants Exchange have authorized the purchase and cancellation of twenty memberships or such number thereof as presented during the current year in the sum of \$250 dues unpaid or on the basis of \$350 due for 1923 fully paid.

C. A. Wiziard, a licensed grain inspector of Kansas City, is now located at Sikeston acting for the Missouri Grain Inspection department.

Tony Norris, superintendent of the Langenberg Grain Co., was painfully injured in an automobile accident Feb. 17 and is confined to the hospital at the present time.

Arthur Snuggs, who has held the position of superintendent of the St. Louis warehouse of the Stanard-Tilton Mfg. Co. for fifty years, died Feb. 7 at the age of 70 years.

T. F. Maher, Frank L. Carey and Henry McKee have applied for membership in the Merchants Exchange on transfers from R. L. Dore, Frank Fowler and Dexter Tiffany, respectively.

Thomas Y. Wickham, head of the Beach-Wickham Grain Co., was found unconscious at the steering wheel of his automobile in the garage. He was revived at the hospital where it was said that fumes from the machine caused carbon monoxide poisoning.

Members of the Merchants Exchange voted on the question of smoking on the entire floor of the exchange Jan. 29 and the resolution to permit smoking was adopted by a vote of 217 against 67. The rule that there would be no smoking on the floor was adopted forty years ago and was originally enacted as a protection to the sample grains.

The Missouri Pacific Railroad, which is planning the erection of a 2,000,000-bu. elvtr., has incorporated the Missouri Pacific Elvtr. Co. with a capital stock of \$500,000. Incorporators are E. J. White, W. G. Vollmer, F. P. Johnson, E. A. Hadley, F. W. Irland, F. P. Johnson, trustee for the Missouri Pacific Railroad. It is reported that a public grain elvtr. in addition to the 2,000,000-bu. plant planned by the Missouri Pacific will be erected here, to be used by the river service and railroads.

A new ruling to be known as Rule 23 will be adopted by the Merchants Exchange Feb. 27 which will permit the sec'y to suspend from the Exchange any member that has failed to meet obligations or is insolvent. The claims and insolvencies com'te will recommend him for reinstatement to the board of directors upon the member's application for reinstatement. He will be required to show the com'te a list of his creditors and a statement of the amounts originally owing. The board of directors will suspend or expel a member from the Exchange if a report in writing is received from the claims and insolvencies com'te showing that failure was due to unmercantile conduct. The member will be required to file with the sec'y of the Exchange within thirty days of his suspension a list of his creditors and the amount owing to each.

Julius H. Barnes, pres. of the United States Chamber of Commerce, was the guest of honor at a dinner given Feb. 2 by the Merchants Exchange and the Chamber of Commerce. The dinner was given at the Chase hotel and was a celebration of Mr. Barnes' fiftieth birthday. He was welcomed by W. J. Edwards, pres. of the Exchange, and F. W. A. Vesper, pres. of the Chamber, and by three hundred guests. A birthday cake beautifully adorned with fifty lighted candles was presented and five diminutive maidens, dressed as fairies, presented him with five bouquets of roses to represent the decades of his life. Edward Hidden acted as toastmaster and Bert H. Lang, formerly a vice-pres. of the U. S. Grain Corporation, of which Mr. Barnes was pres. during the war, read messages of congratulation from Herbert Hoover and a number of former vice-presidents of the Grain Corporation, and from nearly all of the leading grain exchanges. Mr. Barnes also gave an instructive and interesting talk.

MONTANA

Rosebud, Mont.—The elvtr. of the Rosebud Mercantile Co., which burned Jan. 29, is owned by Mrs. John Davidson. Plans are being made to rebuild the plant.

Maudlow, Mont.—We recently purchased the elvtr. here from the Hawkeye Elvtr. Co. This is a 35,000-bu. elvtr., and coal sheds and lumber yard in connection.—Gary Hay & Grain Co., by John P. Gary, Bozeman.

NEBRASKA

Cozad, Neb.—Frank Alkire is the new mgr. of the Cozad Mfg. Co.'s elvtr.

Primrose, Neb.—The Farmers Elvtr. which burned recently will be rebuilt at once.

Crowell, Neb.—I am engaged in shipping grain and may build an elvtr.—Ed. Malzohn.

Diller, Neb.—The office and fixtures of the Nye-Schneider-Jenks Co. were burned Feb. 12. Loss, \$800.

Leigh, Neb.—F. W. Schaupp expects to resign his position as mgr. of the Farmers Co-op. Mercantile Co. this spring.

Dawson, Neb.—D. Keane has resigned as mgr. of the Farmers Union Co-op. Ass'n and has been succeeded by a Mr. Miller.

Venango, Neb.—Contract for the new elvtr. for the Reimer-Smith Grain Co. has been awarded to the Birchard Construction Co.

Wayne, Neb.—Carl A. Madsen, who recently purchased the elvtr. of the Crowell Lumber & Grain Co., was formerly mgr. of the Farmers Elvtr. Co.

Humboldt, Neb.—O. A. Cooper of the O. A. Cooper Mfg. Co. is confined to his bed with the grippe. His plant is expected to be completed in May or June.

Avery, Neb.—The S. B. Doyle Co. is planning the erection of a 15,000-bu. elvtr. here for which contract has been awarded to the Birchard Construction Co.

Beatrice, Neb.—Our company has been reorganized and will be called the Farmers Co-op. Elvtr. Co.—Robert W. Jark, mgr.—The business was formerly conducted under the name Beatrice Farmers Union Co-op. Co.

Columbus, Neb.—T. B. Hord Grain Co. will build a three-story feed mill, 30x40 feet, in connection with its elvtr., and will install a three-pair high feed mill, 26-inch attrition mill, three motors, car puller and one leg. Contract has been awarded to W. C. Bailey & Son.

Brock, Neb.—The Brock Grain Co. will build a 20,000-bu. studded iron clad elvtr. The house will be motor driven and will be equipped with a 2,000-bu. leg, Fairbanks Hopper Scale, Fairbanks Truck Scale, truck dump and a cleaner. Contract has been awarded to the R. M. Van Ness Construction Co.

Valentine, Neb.—The elvtr. of the Farmers Elvtr. Co., which was recently completed, has a capacity of 10,000-bu., and is a studded iron clad house. It has been equipped with one leg, Fairbanks Automatic Scale, Howe Truck Scale, W. E. Motors and a truck dump. The R. M. Van Ness Construction Co. did the work.

Chapman, Neb.—The Chapman Co-op. Grain Ass'n will build a 25,000-bu. cribbed iron clad elvtr. to replace its present plant. Equipment will include one leg, motors, Fairbanks Wagon Scale, Richardson Automatic Scale and Western Manlift. Contract has been awarded to W. C. Bailey & Son, and work will start about March 15.

Nebraska City, Nebr.—I have bot the mill and property of the Paul Schminke Co. as reported, which consists of a 500-bbl. flour mill and a 25,000-bu. elvtr. After remodeling and repairing the plant, I will operate it under the name Schminke Mfg. Co., which will consist of myself and son. I have been mgr. of this plant for the past thirty years.—D. W. Schminke.

Wallace, Neb.—The fire loss on our elvtr., which was burned as reported, is \$11,000, about two-thirds covered with insurance. There will be a 20,000-bu. cribbed elvtr. erected in the same location—High Line Grain Co.—The Kellogg Grain Co. of Denver will build a 20,000-bu. cribbed iron clad elvtr. here to be equipped with Fairbanks "Z" Engine, Richardson Automatic Scale, Barnard & Leas Cleaner. Contract has been awarded to W. C. Bailey & Son.

NEW ENGLAND

Manchester, N. H.—J. William Whipple, formerly a member of Pettee & Whipple, wholesale grain dealers, died a short time ago at his home in Wakefield at the age of 79 years. He is survived by a son and daughter.

St. Johnsbury, Vt.—Elmore T. Ide, mgr. and part owner of the firm E. T. and H. K. Ide, died a short time ago. Mr. Ide was one of the leading grain dealers of Northern Vermont, and was also pres. of the Merchants National Bank.

East Haven, Conn.—F. A. Forbes died very suddenly Feb. 11 at the age of 63 years. Mr. Forbes had been in the retail flour, grain and feed business here for 41 years. He was a man of marked integrity and standing, and left a large circle of friends.—L. W. DePass, sec'y Grain Board, Boston Chamber of Commerce.

NEW JERSEY

Jersey City, N. J.—The plant of the Garfield Mfg. Co. was badly damaged by fire recently.

NEW YORK

Millport, N. Y.—S. A. Fay, grain and flour dealer of this city, died suddenly in Buffalo at the age of 87 years.

Yonkers, N. Y.—Vincent Leonard has turned his interest in the Yonkers Grain Co. to his sons, who will incorporate.

BUFFALO LETTER.

Morris G. Martin, well known in the grain business here, is ill in the hospital with pneumonia at the present time. He is 79 years of age.

Buffalo, N. Y.—Jacob Pfeiffer has been elected a member of the Buffalo Corn Exchange. He will represent the Churchill Grain & Seed Co., succeeding the late W. E. Marshall.

Buffalo, N. Y.—The Churchill Grain & Seed Co. has been reorganized and incorporated for \$10,000. Directors are William Moffatt, J. H. Pfeiffer, F. G. Anderson, F. M. Barlett and Henry Rengel.

Buffalo, N. Y.—The General Mfg. Co. has been formed with a capital stock of \$50,000, to take over the business of the General Flour & Seed Co. which has been inactive for some time. A general flour and feed business will be conducted. Walter S. Mahoney, formerly in the grain and feed business at Barker, N. Y., Regis O'Brien and F. C. Rodgers are directors. W. F. Mahoney has been elected pres., Edward L. O'Malley, sec'y, and W. S. Farrington, mgr.—B.

Buffalo, N. Y.—Albert C. Davis, pres. of the A. C. Davis Co., Inc., and well known and liked among the grain and feed dealers of this city, died this month after being ill a short time. Mr. Davis started his business career as a messenger boy for the Banner Mfg. Co. He later became connected with F. E. Shepard as representatives of Moon & Co. of Binghamton, and after the death of Mr. Shepard he succeeded that business. J. T. Baldwin, sec'y of the Davis Co., will continue the business of the firm, in which there will be no change. The will of the late Mr. Davis, which has been probated, divides the stock of the corporation among J. P. Baldwin, A. A. Congdon and several others of the stockholders, business associates of Mr. Davis.

NEW YORK LETTER.

Thompson & McKinnon have moved to more spacious quarters on Wall street.

James S. Schonberg has severed his connection with James Carruthers & Co., Inc., and will hereafter be associated with the Fred Uhlmann Grain Co. at Chicago.

L. B. Kennedy, a member of the grain firm, Clark & Allen, died last month at the age of 56 years. Mr. Kennedy was well known among grain dealers of this city, having been connected with Clark & Allen for 37 years.

The Rosenbaum Grain Corporation has formed connections with W. H. Müller & Co. and will hereafter act as the firm's sole North American representative. Müller & Co. will close their New York office and represent the Rosenbaum Corporation in Rotterdam, Holland.

George A. Aylsworth, who resigned as vice-pres. of the Aunt Jemima Mills Co. of St. Joseph, Mo., the first of the year, has become connected with the Butterick Publishing Co. of this city as editor of the Progressive Grocer. Mr. Aylsworth was also in the grain trade at Kansas City.

Grain dealers on the floor of the Produce Exchange Feb. 14 voted to appoint a joint com'te of brokers and exporters to decide on a proposal whereby the brokerage charge for selling Canadian and American export wheat, barley, rye and buckwheat might be reduced from $\frac{1}{4}$ to $\frac{1}{8}$ cent per bu. A proposal to reduce the brokerage charge on consigned wheat from $1\frac{1}{2}$ cents to 1 cent failed of adoption.

NEVADA

Elko, Nev.—The plant of the Elko Roller Mills was damaged by fire to the extent of \$250 Feb. 4, the fire is believed to have started from defective wiring.

NORTH DAKOTA

Tioga, N. D.—O. A. Nelson's elvtr. was badly burned Feb. 8.

Hamburg, N. D.—I am out of the grain business now.—H. C. Scheer.

Fordville, N. D.—H. Ostbye is mgr. of the Fordville Co-op. Marketing Ass'n.

Fargo, N. D.—The W. C. Mitchell Co. of Minneapolis has let contract for a 40,000-bu. elvtr. here at a cost of \$16,000 on the Northern Pacific.

A bill to create a system of bonded grain warehouses on farms in the state to permit growers to borrow money on grain while waiting for a favorable market, was passed by the North Dakota State Senate Feb. 16 by a vote of 30 to 17.

Buffalo, N. D.—The new farmers' elvtr. being erected here by T. E. Ibberson was the scene of a sad accident on Saturday, Feb. 10, when J. C. Koch attempted to kick a running belt onto a pulley of a small gasoline engine. The kick-back threw Mr. Koch against the side wall. He sustained injuries from which he died a few hours later.

OHIO

Toledo, O.—Lester Howard has applied for membership in the Produce Exchange.

Hilliard, O.—The mill and elvtr. of the Shafer Mfg. Co. will be sold at public auction March 3.

Coolville, O.—The flour mill of the Coolville Mfg. Co., operator of an elvtr., burned Feb. 10. Loss, \$50,000.

Marysville, O.—A Hall Signaling Grain Distributor has been installed in the elvtr. of O. M. Scott & Sons.

Swander (Tiffin p. o.), O.—Jacob A. Zeiter, formerly mgr. of the elvtr. of the Sneath-Cunningham Co., died Feb. 2.

Bloomville, O.—O. J. Sponseller, mgr. of W. H. Fike's elvtr., was married to Miss Cretta Deppen of Republic Feb. 3.

Youngstown, O.—Charles R. Clegg, senior partner of C. R. Clegg & Son, grain, flour and produce dealers, died last month at the age of 62 years.

Toledo, O.—Carl A. Goodeman has accepted a position with Snyder, Wilson & Co. as mgr. of the trading department. He was formerly connected with Southworth & Co.

Greenville, O.—S. A. Myers, who formerly conducted a grain elvtr. at Gettysburg which was sold in 1919, has purchased the elvtr. of the Fox Grain & Flour Co., of which F. B. Fox was proprietor, and has taken possession.

Loudonville, O.—The capacity of the new mill of the Loudonville Mill & Grain Co. will be 1,000 bbls. and not 700 bbls. as reported. Work has been started, and the plant will be erected of concrete. P. F. McAllister & Co. have the contract.

Fostoria, O.—J. L. Cruikshank and George L. Kraft have announced that the partnership existing in the firm of Cruikshank & Kraft has been dissolved. Mr. Kraft will continue in the grain and hay business and will take care of all unfinished business of the old firm. Mr. Cruikshank's future plans have not been disclosed.

Columbus, O.—"Uncle Joe" McCord, long sec'y of the Ohio Grain Dealers Ass'n, sec'y of the Ohio Grain Dealers Mutual Fire Ins. Ass'n since its organization, and head of McCord & Kelley, has just celebrated the fiftieth anniversary of his entrance into the grain business by joining the Rotary Club. His long and faithful service to the grain trade has won him the love and respect of a host of admirers. More power to him.

CINCINNATI LETTER.

D. J. Schuh, executive sec'y of the Hay and Grain Exchange, is the proud father of a new ten-pound baby girl which arrived at his home at Fort Thomas, Ky., a short time ago.

J. Fred Ferger of Chattanooga, Tenn., and a brother of Gustav and John Ferger of Ferger Bros., grain dealers of this city, died suddenly in San Francisco after being ill with pneumonia.

The A. C. Gale Grain Co. and the Early & Daniel Co., whose businesses were merged a short time ago, are planning the formation of a company which will erect the largest grain elvtr. in the Ohio valley. The sum of \$1,500,000 will be spent in repairing and improving the elvtr. of the Fairmount Elvtr. & Warehouse Co., owned by the Gale Co., and the erection of the new elvtr. which is to have a capacity of 750,-

000 to 1,000,000 bus. E. B. Terrill, vice-pres. of the Early & Daniel Co., stated that the Fairmount elvtr. will eventually be enlarged, and Mr. Early is credited with saying: "We are not in a position yet to make any statement. We are in the process of taking over the assets of the A. C. Gale Grain Co. and the Fairmount elvtr. which belongs to that company, but we cannot say what our further plans are to be, beyond the fact that we intend to enlarge our facilities to take care of enlargements of our business. Mr. Gale is selling out, and I think has gone with John DeMolet of the DeMolet Grain Co. We will form a larger corporation."

OKLAHOMA

Oklahoma City, Okla.—The warehouse and garage of the Plansifter Mfg. Co. were destroyed by fire Feb. 5.

Ponca City, Okla.—J. T. Scott has succeeded L. F. Bardwell as mgr. of the Ponca City Wheat Growers Co-op. Ass'n.

Weleetka, Okla.—G. Brown, mgr. of the Weleetka Mill & Elvtr. Co., and Miss Savanna Keithley of Ada were married this month.

Buffalo, Okla.—H. S. Hoggard, who has been in charge of the elvtr. of the Alva Roller Mills at Selman, has been transferred to this city.

Broken Arrow, Okla.—The Tulsa County Farmers Co-op. Co. is planning the erection of an elvtr. in the spring to replace the plant that was burned in October, 1921.

Tulsa, Okla.—A branch office of J. S. Bache & Co. of New York and Chicago has been opened in this city and will be conducted under the management of Robert R. Maupin.

Elk City, Okla.—J. P. Nash has severed his connection with the American Mfg. Co., operator of an elvtr. here, and has located at Hobart, where he plans to enter the milling business.

Oklahoma City, Okla.—Sec'y C. F. Prouty of the Oklahoma Grain Dealers Ass'n is ill with the influenza. W. L. Perkins, pres. of the Perkins Grain Co., is also suffering with the same malady.

Kingfisher, Okla.—The plant of the Kingfisher Mill & Elvtr. Co. is being remodeled and equipped with new machinery and when completed it will have a capacity of 350 bbls. daily. The plant will resume operation by April 1.

OREGON

Portland, Ore.—W. H. Joyce of San Francisco has become vice-pres. and general mgr. of the Albers Bros. Mfg. Co., operator of an elvtr. here.

Portland, Ore.—The Dalles Grain & Flouring Mills Co. has been incorporated for \$75,000. Plans are being made to buy and operate a flour mill.

The bill providing for the creation of the office of state market agent has been passed by the Legislature. The office was requested by Governor Walter Pierce in his inaugural speech. The new market agent will have charge of grain inspection.

Portland, Ore.—Directors of the Merchants Exchange have appointed George Westgate of the Northwest Wheat Growers, representing wheat growers; J. J. Lavin of the Portland Flouring Mills Co., Lee Boyer of the Northern Grain & Warehouse Co., and Frank Ryer of the Ryer Grain Co. to constitute a com'te to investigate ways and means for the establishment of a sample market in the Portland Exchange. The com'te will look into all phases of the sample market in other wheat centers and will report results with recommendations as soon as the investigation is completed.

Senate Bill No. 107 has been introduced by the com'te on agriculture and forestry to amend Section 6117 of the Oregon laws to read as follows: "No chief inspector, deputy inspector, sampler, weigher or other employee shall, during his term of office, be interested directly or indirectly in the handling, storing, shipping, purchasing or selling of grain, grain products, hay or other commodities weighed or sampled under the provisions of this act; nor shall he be in the employ of any person or company dealing in or handling such commodities; nor shall he in any way assist in an actual or supervisory way in the warehousing, conditioning, blending, loading, or physical handling for any person, persons, or companies, engaged in the business of dealing in or handling such commodities. The bill was signed by the governor Feb. 14.

House Bill 96 requiring warehousemen to give bonds passed the House and is similar to Senate Bill 108. The change in the present law is an added clause as follows: Provided, however, that if a bond has been filed with and approved by the department of agriculture of the United States as required by section 6 of the United States warehouse act, then such bond filed with and approved by the department of agriculture of the United States shall be considered as in lieu of the bond required by this section, provided that satisfactory proof of said filing and approval of such bond be filed with the commission.

PENNSYLVANIA

Kantner, Pa.—The flour mill of Specht Bros. burned Feb. 12, the fire originating from an overheated furnace. Loss \$150,000.

Waynecastle (Greencastle p. o.), Pa.—The elvtr. and granary to replace the elvtr. of Franklin Miller & Son which burned last year has been completed.

Chatham, Pa.—The grain and feed businesses of H. M. Long at Oxford and James L. Pennock at this place have been consolidated and business will hereafter be conducted under the name J. L. Pennock & Co.

Philadelphia, Pa.—The following amendment to rule 2, section 32, of the grain rules of the Commercial Exchange became effective Feb. 19: "There shall be a car examination bureau for the purpose of making a physical examination, securing seal records and issuing certificates thereon on all cars loaded with grain arriving at Philadelphia except ex-lake grain for export, to be inspected by the grain inspection department; and a careful record of such examination shall be preserved by the said bureau for future reference and a report made daily to the railroad companies."

Philadelphia, Pa.—Definite plans for the erection of a 3,000,000-bu. municipal grain elvtr. on the Delaware river front before the expiration of this year, is within the bounds of possibility. It has been announced that the city government is engaged on a study of plans for an elvtr. at the present time and a site on the Delaware river between Piers No. 82 and 84 has been chosen as one of the most advantageous. Reports during a period of months have stated that the Girard Point Elvtr., operated by the Pennsylvania System, would be enlarged by 1,000,000 additional bus., but G. B. Harley, special agt. of the Pennsylvania, has written as follows: "This matter is now under consideration, but only tentative plans have been prepared. It is hardly likely that the work will be undertaken in the near future." There is also the prospect of a 2,500,000-bu. elvtr. at Port Richmond to be erected by the Philadelphia & Reading Railroad, but regarding this, John A. Kuder of the publicity department of the Philadelphia & Reading wrote: "I am informed by our people that they are making a very thorough investigation of this subject. The whole situation is being studied by our engineering department and other departments interested, and observations are being made of the elvtr. situation in other ports. All the necessary data is being assembled to determine what is the proper thing to do at Port Richmond. The company is not yet ready, however, to make any statement on this matter." However, if all plans are carried out, Philadelphia will have a total storage capacity of 10,000,000 bus. and with these enlarged port facilities, the city will successfully compete in important overseas trade with rival ports.

UTAH

Payson, Utah—The Payson Farm Buro held a meeting Feb. 7 at which the question of the erection of a co-op. grain elvtr. was discussed.

SOUTH DAKOTA

Albee, S. D.—The plant of the Farmers Elvtr. Co. burned last month.

Bryant, S. D.—The Farmers Elvtr. Co. lost the No. 1 South Elvtr. by fire recently.

Aberdeen, S. D.—The mill of the Aberdeen Roller Mill, operator of an elvtr., has been purchased by N. R. Murner, a banker, who plans to reopen the plant, which has not been in operation for about two years.

Platte, S. D.—This company was formerly the Propp Grain Co., but E. G. Propp is no longer with it and it is now known as the Proper Grain Co., under the management of Albert Tiemens. —Proper Grain Co., by Peter Dek.

Madison, S. D.—We have purchased another elvtr. and will hereafter run them both.—F. H. McGowan, mgr. Madison Farmers Elvtr. Co.—The elvtr. recently purchased was formerly operated by the Dakota Grain Co. Possession will be taken April 1. In a financial report issued Dec. 31 it is stated this firm bot 415,788 bus. of grain, 131,687 pounds of seed; shipped two cars of timothy and 242 cars of grain, and sold 56 cars of soft and hard coal, 4,347 sacks of flour, 1,031 blocks of salt, 281 bbls. of salt, 971 sacks of feed and 35,815 pounds of twine.

Rockham, S. D.—The board of directors of this firm awarded contract, Feb. 3, to the T. E. Ibberson Co. for improvements amounting to \$2,000. The cupola will be raised four feet and a new leg built giving an elevating capacity of 2,500 bus. per hour. Two new Ibberson heads will be put in with a double distributor, making our house one of the best in this part of the state. Other repairs and changes will also be made at the same time. The writer and his assistant installed a new Barnard & Leas 3-roll feed mill in January which is giving splendid results and satisfaction.—George A. Smythe, mgr. Rockham Farmers Elvtr. Co.

SOUTHEAST

Fairmount, W. Va.—The mill of the Monroe Valley Co. was damaged by fire Feb. 6.

Laurel, Miss.—The Merchants Grain & Elvtr. Co. is building an elvtr. here to cost \$75,000.

Winchester, Va.—F. G. Emmerson is the new mgr. of the Winchester Mlg. Corporation, operator of a grain elvtr.

Newport News, Va.—The Chesapeake & Ohio Railroad plans the erection of a grain elvtr. here to cost \$1,000,000.

Dillon, S. C.—The plant of the Pee Dee Mlg. Co., of which W. A. Mears is owner, was damaged by fire a short time ago.

Augusta, Ga.—Frank, Alfred, and Thomas Barrett, Jr., have incorporated the Atlantic Mlg. Co. for \$100,000.

Fort Pierce, Fla.—The Fort Pierce Mlg. Co. has been incorporated for \$10,000. Officers of the firm are J. A. and J. J. Frere, pres. and vice-pres., respectively, and G. C. Bartlett, treas.

TENNESSEE

Memphis, Tenn.—L. A. Thornton & Co., grain and seed dealers, have filed a petition of bankruptcy with assets listed at \$42,641.82, exceeding the liabilities by \$12,000.

Trimble, Tenn.—The grain shed of the West Tennessee Grain Co. burned Feb. 12. The plant contained 1,700 bbls. of corn. T. S. Epperson's feed and grist mill was also destroyed, causing a loss of \$6,000, and the cotton warehouse of the Phoenix Oil Co. burned, loss \$5,000, insured.

TEXAS

Hearne, Tex.—Wolfe Bryan has engaged in the grain business at this place.

Dallas, Tex.—The R. B. Smith Mlg. Co. has decreased its capital stock from \$150,000 to \$126,000.

Houston, Tex.—The Goodman Grain & Elvtr. Co. has been incorporated for \$50,000 by A. B., M. E., E. O. and L. H. Goodman.

Sweetwater, Tex.—A feed grinder with an hourly capacity of two tons, has been installed in the elvtr. of the Sweetwater Mlg. Co.

Vinton, Tex.—The grain and feed warehouse of Heid Bros., Inc., containing about 15,000 bales of hay, burned a short time ago at a loss of approximately \$25,000.

McKinney, Tex.—R. J. Walton has succeeded Charles H. Newman as sales mgr. of the Collin County Mill & Elvtr. Co. Mr. Newman has become general mgr. of the Burris Mill & Elvtr. Co. at Fort Worth.

Fort Worth, Tex.—Leo Potishman of the Transit Grain & Commission Co. has purchased the interest of Young Davitte in the firm. Mr. Davitte plans to re-engage in the grain business some time in the future.

The L. C. Adams Mercantile Co. of Cedar Vale, Kan., and Jack Green of Brenham, Tex., have been elected to membership in the Texas Grain Dealers Ass'n. J. R. Routt of Chappell Hill, Tex., has applied for membership in the ass'n.

Beaumont, Tex.—The Colburn Grain Co. of Orange is planning to open a distributing branch company here, to be operated under the management of C. F. Camp.

Austin, Tex.—In the interest of efficiency and economy, grain dealers should lend their support to H. B. 7, introduced in the state legislature to consolidate the state markets and warehouse department with the Department of Agriculture. This bill has been reported on favorably by the com'te on agriculture.

Houston, Tex.—It is reported that plans for the 1,000,000-bu. elvtr. are being drawn and that erection will start some time this year. If the terminal is erected on the wharf front as planned, construction will not start until the ship canal is dredged to about 30 feet and the wharves constructed. The city will in all probability own this elvtr.

Fort Worth, Tex.—A verdict for \$56,000 has been returned by a jury in the case of W. W. Wilkerson, trustee of the bankrupt Walker Grain Co., against J. L. Walker, formerly head of the company. Walker had been sued by Wilkerson for \$85,000, Mr. Wilkerson alleging that preference had been given over other creditors of the American National Bank in payment of a debt.

Port Arthur, Tex.—Plans are being made by the Kansas City Southern Railroad to increase the capacity of the elvtr. by the addition of 600,000 bus. J. A. Edson, pres. of the railroad, has stated: "This is the first big move on the part of the Kansas City Southern in recent years to increase the capacity of its elvtrs. and it is expected that it will attract a great deal more wheat for export to the line. Last season hundreds of cars were tied up on account of the late arrival of ships and this will tend to eliminate to a great extent the probability of such a condition in the future."

Fort Worth, Tex.—Robert M. Kelso died at his home in this city Feb. 21 a few hours after an attack of heart trouble. Until the morning of the day he died he had seemed in good health. He was born at Fayetteville, Tenn., Sept. 29, 1863, and while a young man came to Texas, and at first resided at Denton, where he was married to Miss Henrietta Hogg. In 1903 he removed to Fort Worth and four years later engaged in the grain business, which he continued until his death. He was assistant manager of the Fort Worth Elvtrs. Co., and at one time manager of the Empire Grain Co. Formerly he took an active interest in politics, and he was active in Ass'n work, having been a director of the Texas Grain Dealers Ass'n. His wife, one son, Baylor Kelso, and 3 daughters survive him.

WASHINGTON

Oroville, Wash.—The hay and grain warehouse of W. E. Payne and F. S. Beale was destroyed recently. Total loss, insurance \$6,000.

WISCONSIN

Hayward, Wis.—The warehouse of the Farmers Ass'n burned Feb. 17, loss \$10,000.

Frederick, Wis.—The Frederick Roller Mill was damaged by fire Feb. 16 to the extent of 2,000, insured.

Adell, Wis.—The Saeman Ziegler Co., dealers in flour and feed and operators of a grain elvtr. will hereafter be known as the Saeman Schilling Co.

Hudson, Wis.—The articles of incorporation of the Farmers Elvtr. Co. have been amended and hereafter the firm will be operated as a co-op. society.

Brodhead, Wis.—Pinnow & Hall, who are now operating a plant known as the Red Wing Mlg. Co., will relinquish their lease on the Brodhead City Mills March 23.

Milwaukee, Wis.—The Dadmun-LaBudde Co., which was organized to conduct a wholesale grain and feed business a short time ago, is erecting a warehouse to be completed in May.

Galesville, Wis.—Alfred N. Sagen, who has been connected with the Davis elvtr. and milling interests for the last thirty years, has resigned his position of vice-pres. and will engage in another line.

Baileys Harbor, Wis.—The flour mill and grain elvtr. of Carl H. Prueter burned Feb. 16, the fire believed to have originated from a back fire of an engine. An employee was badly

burned and narrowly escaped death. Loss \$25,000, no insurance. Mr. Prueter had refused to take out any insurance on his plant only a few weeks ago.

Oshkosh, Wis.—The elvtr., flour mill, flour and feed warehouse of the Gustavus Mlg. Co. burned Feb. 10. Loss, \$50,000. The engine and boiler room, garage and office buildings were saved, but the rest of the plant was destroyed, and about 12,500 bus. of wheat and 250 bbls. of flour were ruined by fire, smoke and water. Plans are being made to rebuild. The company is composed of H. C. Gustavus and his son, H. F. Gustavus, the latter being in active charge.

A bill that would cause Manitowoc and other cities of the Great Lakes to lose the major portion of the terminal taxes which now revert to them, was introduced in the legislature Feb. 1 by W. A. Freehoff of Waukesha. The new measure proposes that there be a reapportionment of the terminal taxes of grain elvtrs. at Great Lakes city docks in order to give the state a portion of the revenue so derived. At the present time the cities in which such grain elvtrs. are located retain the entire tax. Superior, so far, has been able to block the enactment of this legislation into law.

A bill that would permit grain elvtrs. or warehouses anywhere in the state of Wisconsin, except in cities of the first class, to become public warehouses upon request to the commission, was introduced in the lower house of the state legislature Feb. 13 by Assemblyman L. H. Allen of Superior. At the present time the only public grain warehouses are located at Superior. The bill would also increase the salaries of the three members of the commission from \$2,400 to \$3,600 yearly and increase the limit of the commission's general fund from \$25,000 to \$50,000. Further amendments would repeal the fixing of fees by the commission for weighing and inspecting grain and accept as the commission's grades, weights and measures as may be established by the sec'y of agriculture of the United States.

Radio Flashes.

BROADCASTING of reports, cables and other news received during the week was started on Feb. 10 by the Chicago department of the Bureau of Foreign and Domestic Commerce. The broadcasting is from station K. Y. W. at Chicago.

RADIO broadcasting stations in Chicago will be silent each Monday night to give local radio fans a chance to hear long distance broadcasting from other cities. This includes the Chicago Board of Trade broadcasting station on the Drake Hotel.

RADIO was used to order two cars of kafir from B. C. Christopher & Co., Kansas City, for delivery to New York, N. Y. F. M. Corbin, mgr. of the grain sorghum department, states that this is the second time radio has been used for that purpose.

THE RADIO CORPORATION of America has brot suit against the A. H. Grebe Co., large manufacturers of wireless receiving sets, for an injunction restraining the manufacture of receiving sets adapted, designed and intended for use in combination with vacuum detector and amplifier tubes. If granted by the court such injunction will be so sweeping that no one can operate radio without the permission of the Radio Corporation.

DOUBLE circuit tuners for radio outfits do much to clear up interference between two radio broadcasting stations operating on the same wave length, states Frank Conrad of the Westinghouse Electric & Mfg. Co. The single circuit tuner was devised on account of its simplicity, but the double circuit tuner is better to tune one station out and the other in, but no circuit of any kind will completely eliminate both stations unless one station is far more powerful than the other. A single circuit tuner will give very good results in eliminating interference if used on an aerial not over 15 feet high and 15 or 20 feet in length. On an aerial of this kind, one cannot get as many stations as on a higher one, but the selectivity of the lower aerial has been proved conclusively.

Minnesota Farmer Dealers Convention.

The Farmers Grain Dealers Ass'n of Minnesota held its sixteenth annual convention at the West Hotel, Minneapolis, Minn., Feb. 13, 14 and 15. The registration totaled about 250 farmers, managers and others interested in the proceedings.

Mayor Leach welcomed the dealers to the city and Pres. J. F. Gustafson, Windom, responded to the address of welcome. He stated that the problems of the grain trade should be met "straight from the shoulder" and that the ass'n proposes to do all in its power to advance its own interests and also assist the farmers in securing more than 63 cents for his dollar's worth of farm products. He mentioned the stabilization of price plan and said that it should be carefully looked into if it holds any promise of helping the present situation. Dealers who are in favor of the plan state that manufacturers are protected against cheap labor by the tariff and there is no reason why the farmer should not be likewise protected.

O. P. B. Jacobson, chairman of the Minnesota Railroad Warehouse Commission, addressed the dealers on the car shortage situation. He said that a bill is now in Congress to have railroads build more terminal elevators in the East so that grain can be shipped and stored there, instead of having to hold it in country elevators. A bill which he introduced in the Minnesota legislature provides that in case elevators are full of grain and farmers have tendered more grain for shipment, the operator can obtain cars if he presents an affidavit to the railroad showing the grain in storage and amount offered for shipment. He urged that this bill be passed and that it be given a thoro trial by shippers. He also stated that the Warehouse Act should be revised to make every terminal elevator a public elevator. The shippers can ship out stored grain without consent of the owner and can store it in terminal elevators, thus giving the dealer an opportunity to take in more grain.

One speaker while discussing the storage problem said, "I use a scale ticket, which shows delivery, but not settlement. The owner making a sale should be required to sign a release stating that the grain has no lien before settlement is made."

The relation of the farm buro and farmers' elevators was discussed by J. R. Reed, pres. of the Farm Buro Federation of Minnesota. He said the farm buros endeavored to do three things to help the farmer—education, economic conditions of agriculture and legislation, and as long as the farmers' elevators do what they can to help the farmer, the farm buro will work hand in hand with them.

Chas. Eyler, sec'y of the South Dakota Farmers Grain Dealers Ass'n and chairman of the insurance com'te, addressed the assembly and stated that all should work together to establish fire insurance companies in all states to insure farmers elevators only. He also said that the various ass'ns were not co-operating as they should and that too much petty jealousy existed.

Sec'y A. F. Nelson commented on the co-operation of the farm buros with the ass'ns. The work of the ass'n has been mostly on national affairs and we have arranged a contract with a bonding company whereby under a blanket bond the cost is \$3.00 per thousand and the workmen's compensation bond costs members \$1.06 per hundred. Auditing companies with which we have made arrangements will audit books of members at a saving of 15 per cent. He advised farmers elevators to have sufficient capital and not to borrow. They should put 25 per cent of profits into a surplus fund, and hold meetings of directors often so that interest in the company will not lag. Soon we expect to establish a managers' employment department. The ass'n lost some members during the year but the net gain has been 17.

A. E. Anderson, Cottonwood, ex-pres. of the Tri-State Grain Dealers Ass'n, was invited to address those present. He said he had been attending the farmers meetings for years to learn, because all elevators, farmers or otherwise, have common interests. With regard to the car situation, he said that it must be fought out in small towns, and cars should be distributed according to the amount of grain handled by each individual elevator.

A banquet was tendered the dealers by the Minneapolis Grain Commission Merchants' Ass'n and several interesting talks were given.

Resolutions adopted advocated the waterway to the Atlantic ocean by way of the Welland Canal and the St. Lawrence River. Another stated that the Federal grades were too hard on the Minnesota farmers and that the Minnesota grades were better suited. A revision on the varieties of grain raised in Minnesota and the Northwest was asked. The third resolution declared that the packers' act gave too much power to the Department of Agriculture and took away state rights. The states do not have proper control over the packing companies under the act, so the resolution condemned it.

Officers elected for the ensuing year are J. F. Gustafson, pres.; B. N. Anderson, vice-pres.; and Adam Brinn, treas. Directors elected were N. B. Linns, Fred Steidenstricker and C. A. Ericson.

Seed Trade Conditions in Europe.

Paris, France, Feb. 2.—Only three countries in Europe have yielded a red clover crop of some importance: Italy, Rumania, and France. All other European producing countries have had a crop which is not to be spoken of. Also the Italian, Rumanian and French crops have turned out below the average one.

At present time, only Italian and French red clovers can be exported to other countries, because the Rumanian government has prohibited the export of red clover. The Italian and French stocks of red clover have been very much reduced. The French stocks of red clover at present time available for export do not exceed 25,000 bales of 100 kilos (220 lbs.). This is a very small stock indeed, and it is to be feared that the remaining Italian and French stocks will not be sufficient to cover the actual European needs which will have to be furnished before the end of the sale-season.

The last crop of crimson clover has been a very small one and the purchases from American firms made lately have almost emptied the European stocks. In all Europe 1,500/2,000 bags of 100 kilos (220 lbs.) of crimson clover would hardly be found at present time. This means that should the foreign requirements, and especially the American ones, be large, until the new crop has come, tremendous high prices for this article are to be quoted.

On the other hand, it may interest you to know that some French dealers, taking advantage of the high rate of the dollar exchange, are already disposed to sell crimson clover new crop 1923 for July shipment.

Import requirements of France and Europe are already covered and we can foresee the possibility of only very small transactions in Canadian and American grown alsike, timothy, red top and blue grass.

The only article likely to be surely imported from your side is red cob ensilage corn for seed.—Michel Cherot.

Exports of Seeds.

Exports of seeds for December, compared with December, 1921, and for the twelve months ending with December, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	—December—		12 mos. ending Dec.	
	1922	1921	1922	1921
Beans, bus.....	58,026	91,665	803,374	1,409,648
Peas, bus.....	7,499	13,100	83,023	124,720
Flaxseed, bus.....	57	27	2,372	1,745
Clover seed, lbs.....	612,657	760,235	2,477,902	5,734,754
Alfalfa, lbs.....	49,659		1,025,129	
Timothy, lbs.....	2,093,643	2,392,086	19,120,790	19,901,945
Other grass seeds, lbs.....	378,230	344,738	4,198,992	5,171,563

Seeds

NEW YORK, N. Y.—Weeber & Son, seed dealers, have discontinued business.

OLNEY, ILL.—We are figuring on building a soy bean oil mill.—Schultz Seed Co.

HOLDEN, Mo.—Walter Tevis has succeeded John Myer in the seed and feed business.

MINNEAPOLIS, MINN.—The Armstrong Seed Co. suffered a loss of \$3,000 by fire recently.

LANCASTER, MINN.—The Farmers Hardware Co. has added a seed department to its business.

FLORENCE, ALA.—The North Alabama Seed Co. will occupy the new building it recently completed.

DE PUYSER, N. Y.—The seed store of Edgar E. Todd was damaged by fire recently. The amount was \$5,000.

GAINESVILLE, FLA.—The Seminole Seed Co. is building an addition to its plant which will increase its size one-third.

MILWAUKEE, WIS.—The fixtures, machinery, equipment, seeds, etc., of the Milwaukee Seed Co. were sold by auction Feb. 20.

NORFOLK, VA.—The Williams Seed Co., Inc., has been organized by L. H. Williams, pres.; C. H. Williams, sec'y, and Richard S. Orr.

FAYETTEVILLE, ARK.—The Arkansas Seed Growers' Ass'n elected J. R. Alexander, Scott, pres., and L. W. Osborne, Fayetteville, sec'y.

SPENCERPORT, N. Y.—A two-story storage and drying plant has been completed by the Crescent Seed Co. The building is 120 by 60 feet.

DETROIT, MICH.—The Bennett-DeBruyn Seed Co. incorporated here for \$10,000. Incorporators are F. L. Bennett, John DeBruyn and C. J. Burns.

A PURE Seed Inspection Fund will be created by the Idaho Legislature if bill No. H. B. 152, adding a new section to Chapter 85 of the Idaho Compiled Statutes, is passed.

OGDEN, UTAH.—Thomas Farr & Co., seed and flour dealers, will erect a one-story addition, 75 by 150 feet, to cost \$3,000. Seed bins, racks and shelving will be installed.

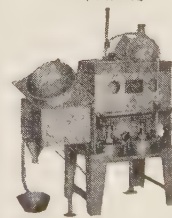
A FREE seed bill asking for \$500,000 appropriation for distribution of free seeds by members of Congress, failed of recommendation by the House agricultural com'te in a tie vote.

LYNCHBURG, VA.—The Lynchburg Seed Co. has been incorporated at this place. N. W. Worley is pres., W. N. Ballow, sec'y, and O. B. Laughon, director. The capital is \$50,000.

NEW YORK, N. Y.—Julius Loewith, Inc., is distributing to the trade an attractive calendar for 1923. Illustrations of all the various kinds of grass seeds are given on the leaves for each month.

SPOONER, WIS.—At the annual meeting of the Washburn Pedigreed Seed Ass'n, L. D. Garnhart of Shell Lake was elected pres.; J. R. Allen of Spooner, vice-pres.; and R. H. Rasmussen of Spooner, sec'y-treas.

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"WILD SUNFLOWER" will be added after the colon, following the word namely, and before the word quack, in Section 1565-b of the Supplement to the Code, 1913, (C. C. 3002) of Iowa, relating to noxious weeds, if a bill introduced into the State Legislature by Mr. Scott is passed.

BELLEVUE, O.—The Buckingham Grain & Seed Co. is suing a Minneapolis grain company for \$920, alleging failure to deliver seed oats on contract. The defendant company failed to carry out its obligations, according to the petition filed, and caused the plaintiff to buy elsewhere at advanced price.

IMPORTATION of foreign seeds into Sweden has been modified to include clover, cock's foot, rye grass, timothy, turnip and beet. These seeds can only be imported when inclosed in sacks clearly marked on outside with the words "Utlandskt fro," and after having been treated by custom officials with eosin solution.

POCATELLO, IDAHO.—A new trial has been granted Thomas Nelson by the Supreme Court of Idaho in his suit against the Intermountain Farmers Equity to recover \$2,400 damages for alleged error in delivering him fall wheat instead of the blue stem variety ordered for seed. Nelson sowed 5,000 lbs. on 50 acres and alleges the crop was only 125 bus. of inferior mixed wheat.

MINNEAPOLIS, MINN.—A cable from Argentina states: "The Argentine government has issued the final estimate on the 1922 crops. Linseed crop is reduced from 61,240,000 bus. last November to 47,023,000, a decrease of 14,217,000 bus. No reason is given for this serious alteration of their early estimates." We have also received two private estimates during the past week of 40,000,000 bus.—Archer-Daniels Linseed Co.

AN AMENDMENT to Remington's Compiled Statutes has been introduced in the Washington legislature to provide that it shall be unlawful for any person, firm or corporation to represent by certificate, advertisement, etc., any agricultural seed to be "certified" or "certified seed" unless such seed shall have been inspected, graded and certified by the director of agriculture or his representatives. Seed imported from other states which has been certified by officials of the other state may be sold as certified and so marked. The bill has passed the House and is now before the Senate.

TOLEDO, O.—Clover seed market has ruled rather quiet. Shipments have been fair and inquiries for cash seed are increasing daily. Demand for low grades the past week has improved. The severe cold weather which over-spread the country the past week caused some dealers to hesitate about buying. Deliveries on February contracts have been light. Cash seed has been selling at a small premium. October seed advanced \$1.25 from the low point with a rather moderate trade. Cash houses have been the only sellers. Country inclined to feel bullish. Has recent cold wave injured the crop?—C. A. King & Co.

FARMERS in drought stricken areas of Washington will obtain a loan of seeds in 1923 under Senate Bill No. 6, just passed and signed by the governor. The director of conservation and development is authorized to make investigations as to the amount of seed needed by farmers and to receive from farmers applications for not to exceed 320 bus. of seed grain to be paid for out of the proceeds of the crop raised therefrom. The director is also authorized to enter into contracts with dealers in seed grains to furnish and deliver at convenient points in the drought stricken areas seed for the farmers.

TOLEDO, O.—Keep in mind we have the cash demand ahead of us and removal of hedges. Seed is resting in strong hands. Clover stocks in Toledo not burdensome. The recent cold spell delayed the game. Demand stays under cover. Cash seed sold at a premium again this week. Some trading over of February to

March at 10 cents premium for February. Further deliveries on February contracts this week. More expected next week. What will the imports be? Do not overlook the fact that the American dollar looks attractive to the foreigner. Our advices indicate that some of them are already making arrangements to export their surplus clover. April clover in better demand, with light trade and offerings. Now ruling at about 50 cents under March. April reflects the probable carry-over. Should be small with normal demand this year.—Southworth & Co.

Sorghum Not for Seed Unless so Specified.

The Early Grain & Elevator Co., Amarillo, Tex., bought of the Barteldes Seed Co., Lawrence, Kan., on Feb. 14, 1918, by wire, one carload of "good, sound sorghum cane seed" for prompt shipment. Early's customer canceled the order for the seed and Early wrote Barteldes that he was trying to resell it, and asked shipment be deferred, and Barteldes delayed shipment to July 15. On Early's refusal to take the seed Barteldes resold at a loss, the market price having greatly declined.

Barteldes brought suit for damages for breach of contract and recovered judgment, which was affirmed on appeal by the U. S. Circuit Court of Appeals, Nov. 21, 1922. Early's defense was that the seed was not good and sound but was of inferior germinating power.

The court said:

It was in evidence that sorghum seed is used for feeding as well as for planting purposes. The particular use which defendant intended was not disclosed by the correspondence between the parties. Whether it was within their contemplation that the seed should be used for planting is in dispute. The evidence is also in conflict as to whether the phrase "good, sound seed," used in the defendant's letter confirming the purchase, has a trade meaning in the seed business. Witnesses for plaintiff testified that this phrase is not used to indicate the germinating power of seed. On the other hand, witnesses for defendant testified that such description indicates a reasonably high germinating power.

There was evidence that the standard germination of sorghum seed is 55 per cent, and that the germinating power of such seed for the season of 1917-18 was lower than usual. Several artificial tests were made from samples of the seed in controversy in the months of May, July and August, 1918. Two of these tests were made by plaintiff, one by an expert for defendant, and one by a representative of the U. S. Dept. of Agriculture. The results of these tests varied, but according to the evidence most favorable to the plaintiff the seed was up to the standard which usually prevails. There was also testimony tending to show that the germinating power of sorghum seed deteriorates rapidly, and that therefore some of the tests were not reliable.

The court left it to the jury to determine whether the parties contemplated the use of the seed for planting purposes, and, if so, whether the seed tendered was of reasonably high germinating power, considering the general average throughout the country of that season's crop. The court further charged that, if the parties contemplated the use of the seed for planting purposes, there was an implied warranty by the plaintiff that the seed was reasonably fit for such use. There was verdict and judgment for the plaintiff.

The case presents only issues of fact, as to each of which the evidence is in direct conflict. We are of opinion that these issues were fairly submitted to the jury. Delivery was postponed at defendant's request. It is not shown that at the time of the sale, when it was defendant's duty to accept delivery under the contract, the seed was unsuitable for planting. In view of the evidence as to deterioration, a conclusive defense would not have been established, even by uncontradicted proof that the seed was unfit or unsuitable for planting when the tests were made on defendant's behalf several months later.—284 Fed. Rep. 829.

THE MAIZE crop of Argentina is estimated at 7,847,000 acres this year, compared with 7,343,000 a year ago. On Jan. 23, the official estimate of maize remaining for export amounted to 236,000 tons. The area planted in the Province of Buenos Aires is 1,764,000 acres; 1,764,000 in Santa Fe; 247,000 in Entre Rios; 1,418,000 in Cordoba, and 263,000 in Pampa.

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Supreme Court Decisions

Failure to Hear Pertinent Evidence Invalidates Arbitration.—Arbitrators commit prejudicial error by refusing to hear pertinent evidence, and the award should be vacated.—Rexburg Inv. Co. v. Dahle & Eccles Constr. Co. Supreme Court of Idaho. 211 Pac. 552.

Elevator Company Authorized to Sell Seed Wheat.—An elevator company organized under Rev. St. 1911, art. 1121, § 28, authorizing organization of corporations for the "sale and storage of products and commodities by grain elevator" and whose charter purpose clause authorizes "selling of all kinds of farm products" is authorized to sell seed wheat.—Itasca Roller Mill & Elevator Co. Court of Civil Appeals of Texas. 246 S. W. 678.

Identification of Analyzed Sample From Car.—In action involving condition of cotton seed shipped, an analyst held properly permitted to testify that he received a sample bag of cotton seed marked a certain date and as taken from a certain car, as against the objection that the evidence was insufficient to identify the seed in the bag as the same seed that came from the car in question.—Harris, Cortner & Co. v. Union Cotton Oil Co. Supreme Court of Alabama. 94 South 559.

Check Not "in Full" Unless So Stated.—Where a milling company owed a telegraph company for sending messages, and sent it a check for part of its debt, claiming a set-off as to the remainder for damages for incorrect transmission of a message, but without stating that the amount offered should be in full payment, acceptance of the check by the telegraph company did not constitute an accord and satisfaction.—Western Union Tel. Co. v. Philadelphia Milling Co. Supreme Court of Arkansas. 246 S. W. 482.

Personal Injury.—Where a laborer, who used his hand in attempting to clean a clogged chute carrying away cobs from a corn sheller, in motion, was injured when his hand was caught in a revolving paddle wheel, and it appeared that the removal of cobs with the hands when the chute was clogged was the customary method and he had been shown no other method, he was not guilty of contributory negligence as a matter of law in not using a stick or other instrument.—Longacre v. Farmers Elevator, Mercantile & Mfg. Co. Kansas City Court of Appeals, Missouri. 246 S. W. 632.

Damages Due to Delay Caused by Customs Bureau Cannot Be Recovered of Carrier.—Damages caused by delay in the shipment of freight from Canada to Minneapolis, at the international boundary, because of the failure to obtain an immediate transportation entry, permitting it to proceed to Minneapolis before valuation and payment of duty, the Customs Bureau to which the freight was consigned "for customs purposes only" declining to make entry without payment of guaranty of its charges, of which the shipper was given timely notice by the carrier, cannot be recovered of the carrier.—Van Dusen-Harrington Co. v. Canadian Pac. Ry. Co. Supreme Court of Minnesota. 191 N. W. 411.

Taking One Bale Out of Car Is Not Acceptance by Buyer.—That buyer of baled hay wrongfully removed one bale of hay from the car and thereafter destroyed it, without intending to accept the entire shipment, though making the buyer liable for the value of such bale, did not transfer the title thereto, or to the hay remaining in the car before payment for the hay. The wrongful removal of the bale of hay from the car and its destruction without intent to accept the entire shipment in performance of the contract obligated the defendant to pay the value of one bale in an action of contract or tort, and did not operate to transfer the title to it or to the hay remaining in the car before the payment of the draft.—Pratz, Kime & Pratz v. E. L. Fisher Co., of Watuppa, Mass. Supreme Judicial Court of Massachusetts. 137 N. E. 749. [This shipment arrived Oct. 30, 1913, but the decision of the court was not made until Jan. 31, 1923.]

Carrier Not Liable If Shipper Knowingly Tenders Defective Car.—When a shipper is afforded an opportunity to select the vehicle in which his goods shall be transported, and makes such selection with knowledge of the defects of

the vehicle, the carrier is not liable for injury resulting therefrom. Evidence that stock feed had been loaded for delivery to plaintiff, into a car plainly marked as having a leaky roof, that it remained on the tracks consigned to plaintiff for several hours, and that plaintiff then tendered it in that car to defendant carrier for transportation, unmistakably indicated to the defendant that plaintiff desired the feed transported in the car in which it was then loaded.—Schreiber Milling & Grain Co. v. Chicago Great Western R. Co. Kansas City Court of Appeals, Missouri. 246 S. W. 647.

Transportation Needs.

After an informal meeting at New York Jan. 26 called by Julius H. Barnes, pres. of the Chamber of Commerce of the United States, to consider transportation problems, Mr. Barnes gave out the following statement:

"There is necessity for the early adoption of a national transportation policy which shall provide for future expansion of commerce. In twenty years the railroad ton-miles almost trebled. It is a question as to what the railroads will do the next twenty years, and how increasing volume will be cared for. Business men feel that there must be established a proper relation of service between railroads and waterways and motor transport. But beyond that, business men feel there must be developed a national treatment of railroads which will protect a proper public interest, and will also restore investing confidence by which the means for expanding facilities can be provided; and restored in railroad management a field which will attract a grade of business ability which its importance requires. Regulation of railroad rates is here to stay, but Government regulation should be fair and generous, in the public interest. Government ownership and government operation in countries in Europe, and even in our neighbor of Canada, have written too clear a trail of losses and of restricted commerce for America to contemplate any such solution."

The meeting passed certain constructive resolutions as follows:

WHEREAS, It is apparent that a comprehensive study of the whole question of national transportation, participated in by the railways, shipping interests, producers, the motor industry, waterway operators, and the public, and with co-operation by Governmental representatives, should be undertaken at once to assure adequate transportation for our ever-expanding domestic and foreign commerce.

WHEREAS, A co-ordinated national transportation policy requires consideration of these chief phases: (a) Governmental relations to transportation; (b) Possible railroad consolidations; (c) Possible readjustment of relative freight rate schedules; (d) Proper co-ordination of motor transport and use of highways; (e) Proper co-ordination of waterway service.

WHEREAS, In order to avoid duplication of investigation and direction, it is desirable to utilize present sources of information and experience through a central source, and in such manner as to carry public confidence and conviction on its conclusions, therefore

RESOLVED, That it is the sense of this meeting that the President of the Chamber of Commerce of the United States is hereby requested to form a general committee for the purpose of suitable consideration and action, composed of representatives from the various interests represented, from the Chamber itself, and from any other helpful bodies, and including some proper form of contact with the Department of Commerce, the Interstate Commerce Commission and any other agencies of Government, and that such general committee be convened at the call of the President of the Chamber to work through sub-committees, or otherwise, for the purpose of study and investigation, and resultant reports and recommendations, upon these or any other phases of nation-wide transportation development.

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Grain Carriers

THE PENNSYLVANIA Railroad has ordered 275 new freight locomotives.

THE plan to investigate the car supply after the adjournment of Congress has been dropped by President Harding.

THE CHESAPEAKE & Ohio Railroad will purchase 2,500 new freight cars and will spend a total of \$8,000,000 on new equipment.

THE SOUTHERN Pacific Railroad has placed orders for 34 mountain type locomotives for freight duty. The road also ordered 4,525 box cars.

THE FULL train crew bill which was recently introduced into the Indiana legislature by Representative Day was killed by a vote of 61 to 30.

THE MISSISSIPPI & Ohio Steamboat Co. will start June 1 to carry freight and passengers from St. Paul to New Orleans. Seven years have elapsed since this traffic was discontinued.

DISMISSAL of the complaint by the Cincinnati Grain & Hay Exchange against rates to Carolina territory is recommended by Interstate Commerce Examiner Worthington, finding the rates not unduly prejudicial.

THE FORT Wayne Union Railway has applied to the Interstate Commerce Commission for permission to build a new railroad at Fort Wayne, Ind., to connect New York Central, Pennsylvania and Wabash railroads.

THE MARIETTA & Vincent Railroad has been granted permission by the Interstate Commerce Commission to abandon ten miles of its lines in Washington County, Ohio. Inability to make the road profitable was given as the reason.

CLEVELAND, O.—Vessels to the number of 201 were holding 52,616,704 bus. of grain at Port Huron, Goderich, Detroit, Georgian Bay and Lake Erie ports at the close of lake navigation. More than one-half of this grain was at Buffalo.

THE GENERAL Assembly of Virginia will be asked by the Norfolk Grain and Feed Dealers Ass'n to vest the state corporation commission with more authority to inquire into and fix freight rates in the territory over which it has jurisdiction.

SENATE BILL No. 288 in the Indiana State Legislature creates an Indiana deep waterways commission for the purpose of investigating the connection of the Great Lakes with the Atlantic Ocean. The Rivers and Waters Com'te has the bill.

A MONTHLY REPORT to Congress would be required of the Interstate Commerce Commission on the condition of railway equipment and the physical condition of roads, if a bill introduced into Congress on Feb. 12 by Senator La Follette is passed.

THE Mississippi River Barge line, operated by the inland and coastwise service of the War Department, lost \$500,000 from July 1 to Dec. 1, 1922. Export grain has always been 35 to 40 per cent of the trade on the line and when the demand dropped off the line was severely affected.

THE Interstate Commerce Commission has authorized the Missouri, Kansas & Texas Ry. Co. of Texas to acquire certain lines of the old M. K. & T. system in Texas, as the result of reorganization. The railroad may also issue \$51,260,650 general mortgage bonds and \$1,400,000 common stock.

RATES on grain and grain products between points in Oklahoma and Kansas, Missouri and Arkansas are held unreasonable by Examiner F. N. Oliver of the Interstate Commerce Commission in the complaint by the Corporation Commission of Oklahoma. The Examiner suggests a new scale of rates.

A HEARING will be held in North Dakota by the Interstate Commerce Commission to investigate rates on grain and grain products which are alleged to be discriminatory against the state owned elevator at Grand Forks.

THE MIDLAND Continental Railroad, a seventy-five mile line in North Dakota, has applied for financial assistance under the transportation act. Officials of the road report that the line has been operated at a loss for some time and that unless relief is granted, it will be abandoned.

PETERSBURG, IND.—Steamboats and barges are now operating from this place to Hazleton. This is the first time since civil war days that freight has been hauled on White River. Business men look for a revival of river traffic and it is probable that within a year barges will appear on the river up to Porterville.—C.

THE CARRIAGE of Goods by Sea Act has been introduced into Congress by Mr. Edmonds of Pennsylvania, and has been referred to the House Com'te on Merchant Marine and Fisheries. The bill would define risks to be assumed by ocean carriers under Bs/L, as agreed to at the Brussels Conference in October, 1922.

SUIT has been filed for \$933.18 alleged unpaid freight bill by the C. M. & St. P. Ry. against the Merchants Elevator Co., Davenport, Ia. The railroad company claims that \$221.48 is due on a shipment of oats to Altoona, Pa., \$415.58 on a shipment of wheat to New York, \$47.51 on a shipment of coal and \$34.75 and \$69.59 on corn shipments.

AN OPINION delivered by Chief Justice Taft of the Supreme Court upheld the U. S. Labor Board and affirmed a decision rendered in the Court of Appeals, against "company unions." The Pennsylvania Railroad appealed to the Supreme Court in its case to determine the limits of the power of the U. S. Labor Board in governing railroad workers and their working conditions.

A BILL to provide for the distribution of cars by common carriers in times of car shortages and which provides penalties for violations of the act, and which describes the free time to be allowed for loading of cars has been introduced in the Colorado state legislature by Representative Cook. The bill has been referred to the Com'te on Agriculture and Irrigation.

THE ILLINOIS Commerce Commission will be appealed to by shippers if Israel Joseph, owner of the Chicago, Aurora & DeKalb Railroad continues with his plan to dismantle the road. Mr. Joseph bot the railroad at a master in chancery sale for \$90,000 and the road has not operated since Feb. 1. Many elevators and shippers along the route will be closed up if the road continues idle.

UNDER the Transportation Act of 1920, the Interstate Commerce Commission can make division of joint freight rates, the Supreme Court decided in a case, Akron, Canton and Youngstown Ry. vs. the Interstate Commerce Commission. The road contested the validity of the commission's order increasing by 15 per cent the amount New England railroads should receive in a division of thru freight rates.

AMERICAN carriers on the Great Lakes have under consideration a new contract with shippers, states D. Stocking of Duluth. The contract stipulates that all cargoes should be unloaded at Buffalo within 72 hours of the arrival. If the boat is detained longer, the shipper will be charged 10 per cent of the freight per day, and if unloaded sooner than 72 hours a similar reduction would be given.

THE FIVE McDougall-model power canal barges, put into service last year, will continue to carry grain from Buffalo to New York, but will carry only wheat shipped by Julius Barnes. Two other barges now being constructed will operate from Duluth to New York direct, under the management of a company of which Millard McDougall is pres. and W. P. Trick-

ett, mgr. The barges have a capacity of 60,000 bus. each.

RECOVERY of \$450 alleged to be due as demurrage on cars is the cause of a suit by James C. Davis, Director-General of Railroads, against Dan B. Granger & Co., Cincinnati, O. This is a test case to determine the applicability of demurrage tariffs on the plug tracks of the Cincinnati Hay and Grain Exchange. Granger & Co. contend that congested conditions of the plug tracks during the war period prevented delivery of the cars to the plug tracks and that it was not the fault of the consignee that the cars were not unloaded within the free time.

FOR the relief of the Kansas City, Missouri and Oklahoma Railway a bill has been introduced in Congress which would provide that any purchaser of the road at receiver's sale who will give assurance of efficient service for ten years, would not need to pay the road's \$2,500,000 debt to the government for 20 years, and the interest would be remitted. The bill also provides that the Interstate Commerce Commission or any other federal bodies may grant exemptions from existing laws as they see fit to preserve the road and prevent its abandonment. The bill has been approved in Kansas, Oklahoma and Texas legislatures.

THE RAILROAD Commission of Texas in Circular 5769 amends Texas Lines Tariff 32-D as follows: Rules and charges governing diversion and reconsignment of freight, be and the same is hereby amended by changing paragraphs (a) and (b) of Item No. 105 so as to hereafter read as follows: "(a) The thru rate to apply (see Item 40) shall be as follows: When the entire distance traversed is not greater than the distance at which the maximum common point rate (class or commodity as the case may be, see Note) is reached, the mileage rate for the distance traversed shall apply, without any charge for additional service or backhaul. When the entire distance traversed is greater than the distance at which the maximum common point rate is reached, apply the maximum rate, plus a charge for backhaul, if any, as follows: "(b) When the change of destination involves a backhaul or indirect service, a charge of nine (9) mills per ton per mile will be made for such service (see Exceptions), ascertaining the mileage as follows: From the actual short line distance from origin to substituted destination via the reconsigning point, deduct the direct short line distance from origin to substituted destination, subject to the following provisions: The mileage to be deducted shall not be less than the distance at which the maximum common point rate (class or commodity as the case may be) is reached, and the additional service to be charged for shall not exceed the short line mileage from the reconsigning point to the substituted destination. The difference in mileage so ascertained, if any, shall represent the extra haul or indirect service for which the charge indicated shall be made. "Note.—Where rate is the maximum commodity rate, alternating with class rates, the 'maximum common point rate' is reached at the distance where the class rate equals the commodity rate." Effective on one day notice.

HENRY G. WALLACE, sec'y of agriculture, is defendant in a suit for \$15,000 damages brot by Alexander Schaper, dealer in smoked meats, at Washington, alleging his reputation for keeping a sanitary meat market was damaged by Mr. Wallace's allegation that Schaper smoked tobacco at his meat stand in violation of the terms of his lease.

INCREASED HORSE SALES are reported from the 67 principal horse and mule markets of the United States. Reports just issued by the United States Department of Agriculture show that in 1921 there were 317,445 horses and mules handled at these markets and in 1922 the number increased to 442,646, making a gain of 39.4 per cent.

SPECIAL SALE of Parts for OFFICIAL BROWN-DUVAL MOISTURE TESTER

To reduce surplus stock, and while they last, we offer special prices on accessories, as follows:

Glass Flasks.....	80c each
Oil Measuring Graduates, 150 CC.....	40c "
Receiving Graduates, 25 CC	45c "
Receiving Graduates, 12 1/2 CC	45c "
Condensation Tubes.....	19c "
One Pint Bushel-Weight Bucket Testers	\$12.50 "
One Quart Bushel-Weight Bucket Testers	13.25 "
Two Quart Bushel-Weight Bucket Testers	15.00 "
Wheat Dockage Sieves—set of four and pan	6.50 "

Packing and postage extra.

All guaranteed to be standard and official.

HESS WARMING & VENTILATING CO.

907 Tacoma Building
CHICAGO

Makers of Hess Grain Driers

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5 1/2 x 10 1/2 inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL
309 So. La Salle St. CHICAGO, ILL.

Supply Trade

CHICAGO, ILL.—An advance of \$3 per ton on track bolts and spikes was recorded on the iron and steel market here Feb. 19.

THE MORE you procrastinate, the more customers your competitors will have. Go after that new business earnestly if you really want it.

CHICAGO, ILL.—Grain dealers will be interested in the reduced prices on grain testing and moisture tester accessories being offered by the Hess Warming & Ventilating Co.

NORMAL, ILL.—We believe country elevator building prospects are in harmony with terminal prospects, and look forward to a busy year in both fields.—Ballinger Construction Co.

MINNEAPOLIS, MINN.—R. J. S. Carter, vice-pres. and sales manager of the Carter-Mayhew Mfg. Co., recently sailed for South America where he will visit the principal grain handling points.

BLOOMINGTON, ILL.—We are pleased to advise that building prospects, in our line, are better than they have been for over two years. We look for a good year's business.—P. F. McAllister & Co.

MINNEAPOLIS, MINN.—The Fegles Construction Co. is distributing an attractive booklet which contains actual photographs and information relative to different elevators the company has built.

MINNEAPOLIS, MINN.—The Carter-Mayhew Mfg. Co. on Feb. 17 moved into its new factory at 19th Ave. and Jefferson St., N. E. The occasion was celebrated by keeping open house to officers, employees and their friends.

DUBUQUE, IA.—Jay Upton has been appointed as trustee of the Standard Seed Tester Co., of the Adams Seed Co. of Decorah, Ia., recently adjudged an involuntary bankrupt. Referee J. G. Chalmers made the appointment.—J.

THE NATIONAL SCALE MEN'S ASS'N will hold its annual convention at St. Louis, Mo., March 19, 20 and 21. J. A. Schmitz, Chicago Board of Trade weighmaster, is chairman of the Program Com'te and a very fine program is being arranged.

HUBBARD WOODS, ILL.—Helen Hoppin, daughter of Richard Hoppin of the flour mill machinery division of Allis-Chalmers Mfg. Co., was killed by a train at this place, Feb. 15, when she stepped upon tracks into the way of a north bound flyer.

MINNEAPOLIS, MINN.—I have been with T. E. Ibberson Company for 16 years, but during all that time we never received near as many inquiries during January for repairs and new construction work as during last month, and what is more they continue to come. We surely have a very active building year ahead of us.—F. J. Holtby.

CHICAGO, ILL.—The new construction total of \$234,000,000 at Chicago in 1922 is the greatest recorded in one year. If building permits continue to record anything like the increased activity of the first six weeks of this year, 1923 will leave far behind the estimated total of \$300,000,000, says F. W. Armstrong, general manager of the Citizens Com'te to Enforce the Landis Award.

CHICAGO, ILL.—The Webster Mfg. Co., with factories in Chicago and Tiffin, announces further expansion in connection with its Canadian business; a new corporation has been arranged—The Webster-Ingles Limited, 14 Strachan Ave., Toronto, Ont. The facilities of this plant will enable the company to design and manufacture high grade elevating, conveying and power transmission machinery along the same lines as now manufactured by the Webster Mfg. Co.

St. Louis, Mo.—M. F. Williams, president of the Williams Patent Crusher & Pulverizer Co., died Feb. 9 after a long illness. Mr. Williams had been identified with the manufacture of milling machinery for many years. He was the inventor of the swing hammer crusher and pulverizer.

MISHAWAKA, IND.—Announcement is made of the consolidation of the Dodge Sales & Engineering Co., Dodge Mfg. Co. and the Dodge Steel Pulley Corp. into the Dodge Mfg. Corp. D. J. Campbell will have charge of the sales department and W. W. French in charge of the advertising department.

WASHINGTON, D. C.—Complaint has been made to the Federal Trade Commission that a concern using letter heads claiming offices in and mills at Liverpool, Auburn, N. Y., and Philadelphia is advertising and selling rope as "First Grade Pure Manila" when it owns no mills and the rope is old, was made in the United States, shipped to Europe during the war and reshipped to the United States.

OWNERS of buildings being demolished or under construction are not liable under the Workmen's Compensation Law for injuries to one employed on the work by them, as such employers do not come within the definition of one engaged in the "business" of demolishing or building, is the decision, Jan. 10, 1923, of the Appellate Division of the New York State Supreme Court in *Millard v. Townsend*, reported in 197 N. Y. Supp. 702.

Annual Report of Ohio Grain Dealers Fire Ins. Ass'n.

The annual report of the Ohio Grain Dealers Mutual Fire Ins. Ass'n, showing the condition of the Ass'n as of Dec. 31, 1922, was issued by Sec'y J. W. McCord, of Columbus, on Feb. 10.

The income during the year was \$25,118.16, which, added to the amount of cash on hand at the beginning of the year, made the total \$44,330.63. Losses paid totaled \$14,491.64, and \$225 was realized on salvage, making the net loss \$14,266.64. This amount was divided into 10 claims, of which five were for more than \$2,000, and the rest for less than \$200 each. Expenses during the year amounted to \$8,511.33.

No liabilities existed and the total assets were \$30,268, of which \$1,000 was non-admitted. The company closed the year with 661 policies in force, covering \$1,765,050.

Progress of Dust Control Com'tes.

At a meeting of the Com'te on Dust Control in Grain Elevators, held early in February, A. R. Small, vice-pres. of the Underwriters Laboratories and representing the National Fire Protection Ass'n, was re-elected chairman, with Joseph G. Hubbell, manager of the National Inspection Co., and representing the Underwriters' Grain Ass'n, as sec'y.

This com'te was formed in February, 1922, to secure co-operative action from organizations interested in the matter of eliminating the dust explosion hazard in grain elevators. Joseph G. Hubbell states that no progress was made during the past year, but at present the Underwriters' Laboratories have the matter in hand and are investigating the possibilities of the adaptation of vacuum cleaning systems in grain elevators. When the report of the laboratories is received by the com'te, the recommendations will be given to a staff of engineers to test for practical use.

David J. Price, U. S. Bureau of Chemistry, is the chairman of the Dust Explosions Hazards Com'te which has held various meetings and has drawn up tentative specifications for the prevention of dust explosions in all plants where the hazard is present.

These specifications will be discussed and progressive changes made at a meeting of the com'te at Buffalo on Mar. 5 and 6. The specifications as finally amended at this meet-

Insurance Notes.

CHICAGO, ILL.—The field men of the Hartford Fire Insurance Co. hold their annual conference at Chicago during the week of Feb. 26. Special sessions will be held by the inspection staff which confines its efforts only to flour mills and grain elevators. Ways for reducing the cost of insurance to the grain trade will be discussed.

A SERIES of seven lectures on fire prevention is being conducted by the Chamber of Commerce, the fire department and the fire prevention department of the fire department of Indianapolis. At the second meeting, held at Caleb Mills hall, Indianapolis, J. J. Fitzgerald, assistant sec'y of the Grain Dealers National Mutual Fire Ins. Co., addressed the assembly.

A NATIONAL conference attended by representatives of trade ass'ns, technical societies, safety organizations, etc., held Feb. 14 in New York, declared by unanimous vote "That it is desirable to have a nationally uniform safety code on walkway surfaces," and that the development of this code should be carried out under the procedure of the American Engineering Standards Com'te.

LUVERNE, MINN.—Our inspector reports having found frozen water barrels in some of the elevators visited recently. These are no good and should be replaced at once by a new barrel, pail and 75 pounds of salt dissolved in warm water, which will not cost to exceed \$3. Can you afford to take the chance for this small amount? Our records show that several thousand dollars are saved the grain dealers every year by the use of something handy with which to fight fire.—E. H. Moreland, sec'y Tri-State Mutual Grain Dealers Fire Ins. Co.

THE farmer is held liable for damage if he builds a fire and permits it to spread to his neighbor's land; railroad companies have been held liable for damage done by fire spreading from their right-of-way. Why not extend this liability to the man with a basement full of rubbish, a defective chimney or other known fire hazard, which results in fire and injury to his neighbors? Why not compel him to reimburse the city for the expense of putting out the fire caused by his carelessness? The large majority of fires are due to carelessness, and there is no more effective way to cure such carelessness than "through the pocket book."

THE CHAMBER OF COMMERCE of the United States will hold its annual meeting at New York May 8, 9 and 10.

ing will be presented to the convention of the National Fire Protection Ass'n in May or June for final approval before adaptation to plants where the dust explosion hazard is present.

An underwriter, closely connected with the work of both com'tes, gave the following as his personal opinion: "I believe that the work of the com'te of which A. R. Small is chairman is along the right track. The problem of the best method to eliminate dust explosions in grain elevators can only be correctly remedied by a close study of conditions and by first doing laboratory work in that direction. The results of the laboratory experiments should then be worked out on a practical basis by a competent staff of engineers, and the method most easily adapted to the elevators as they stand at present should be adopted."

"The specifications drawn up by the Dust Explosions Hazard Com'te of the National Fire Protection Ass'n were not evolved in laboratory practice but were drawn up by engineers who paid no attention to the facilities already employed for dust collection. The plans are adaptable to any kind of a building wherein the dust hazard lies. The methods of dust control advocated by that com'te are too revolutionary, in my opinion—they disregard the progress already made by elevator operators and I believe it will be difficult to obtain the approval of practical grain elevator operators."

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.

UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 $\frac{5}{8}$ x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

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Chicago, Ill.

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Luverne, Minn.
W. J. Shanard, Vice-Pres.
Bridgewater, S. D.

B. F. St. John, Treas.
Worthington, Minn.
E. H. Moreland, Sec'y
Luverne, Minn.

Tri-State Mutual Grain Dealers' Fire Insurance Company LIVERNE, MINN.

A Grain Dealers Company writing Fire and Tornado Insurance on the Mutual Plan. We have returned 50% of the Deposit Premium for 20 years. Let us tell you about our Provisional and Short Term Grain Insurance. 100% Protection all the time.

The "Grain Dealers Mutual"

No. 2.

Twenty years ago, it was stated by "those who knew" that country elevators were too hazardous to be successfully insured on the Mutual plan.

The answer is that the "Grain Dealers Mutual" has made the country elevator a safe risk; has reduced the insurance cost to a low figure; and at the same time built up a grain man's company that ranks with the best in the country.

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The Company with \$100,000,000 insurance in force, and a Cash Surplus of \$1,046,430.

Western Grain Dealers Mutual Fire Insurance Company

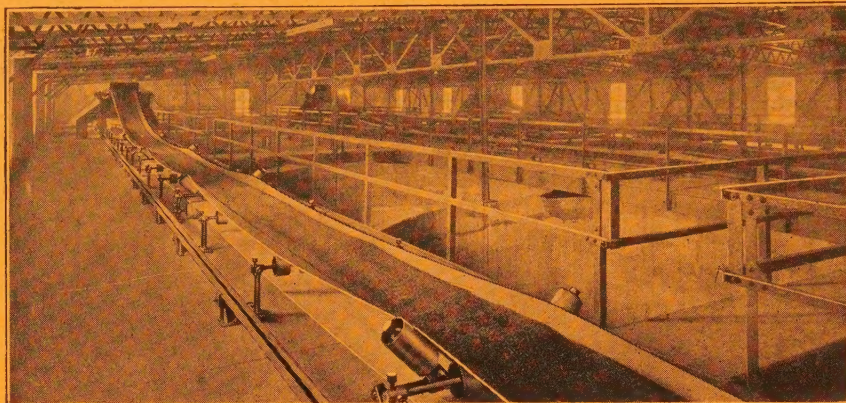
DES MOINES, IOWA

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A Legal Reserve Mutual Fire Insurance Company



MEETS SEVEREST
CONDITIONS
BECAUSE
QUALITY
IS BUILT INTO IT

WELLER EQUIPMENT



WE DESIGN AND MAKE

APRON CONVEYORS
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DRAG CONVEYORS
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BUCKET ELEVATORS
ELEVATOR BUCKETS
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ELEVATOR CASINGS
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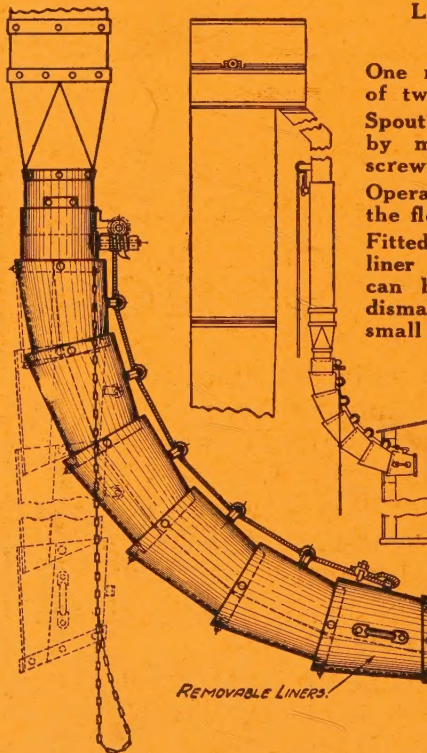
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HANDLING COAL WITH
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"Our Weller Bucket Elevator has proved the finest possible system for handling our coal. With this equipment we unload a 50-ton car in less than two hours. Formerly we used a portable elevator. This method necessitated loading our wagons by hand. Now they are loaded by gravity. The Weller equipment causes no breakage of coal and has been satisfactory in every way."

IF INTERESTED IN
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*ADJUSTABLE FLEXIBLE SPOUT.
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LABOR—TIME—
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One man does the work of two.

Spout is raised or lowered by means of a special screw gear chain hoist.

Operator is free to direct the flow of grain.

Fitted with removable liner which, when worn, can be replaced without dismantling spout and at small expense.

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SPOUTS
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